



INNER WEST COUNCIL

ATTACHMENTS

for

COUNCIL MEETING BUSINESS PAPER

TUESDAY, 26 MARCH, 2019

6.30PM

REPORTS FOR COUNCIL DECISION

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**Appendix B –
Marrickville Developer
Contributions Plan 2014**

**Victoria Road Precinct
– Marrickville (Sub – plan)**



Administration and Review Record of this Developer Contributions Sub-plan:

Approval of this sub-plan (Amendment to Marrickville Developer Contributions Plan 2014) Date in Force of this Amendment:	
Exhibition Period:	
Group Responsible for the development of this sub - plan:	
Groups responsible (shared responsibility) for the administration and implementation of this sub - plan:	
Related Plans and Documents:	
Appendices:	
References & Legislation:	
Document Identifier:	

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Section 1 – Executive Summary:1.1 Purpose and Objectives of this Sub-plan

Generally, to achieve best practice results in redevelopment areas within existing urban environments, a *draft developer contributions plan* must be prepared in conjunction with the corresponding *draft Local Environmental Plan* and *draft Development Control Plan* for the area. Furthermore, it is also highly desirable that all of these planning documents are underpinned/informed by an overarching public domain focused masterplan which sets the governing authority and local community's vision for the precinct and describes how this can be physically achieved. In this way, necessary land can be identified; appropriately zoned; and subsequently acquired by a Local Council (under a developer contributions plan) to support the additional public infrastructure needs and the future wellbeing of the new communities being created, within these existing urban environments.

Whilst there may be an opportunity to address the required, best practice infrastructure needs for the Victoria Road Precinct – Precinct 47 (P47), in the future, as part of the consolidated developer contributions plan project for the Inner West, the delivery of desirable public infrastructure items such as an additional relatively large sportsground and a central civic square, within the precinct, in the short term, has been prevented via the gazettal of, the Local Environmental Plan (as amended) for P47, without a concurrent Development Control Plan and Developer Contributions Plan.

Without suitable zonings in place it has not been possible to deliver a draft contributions plan for P47 which achieves these public community and recreation facilities in the locality. Accordingly, this draft contributions plan amendment to the existing Marrickville Developer Contributions Plan focuses on what critical public facilities are required to be implemented to ensure that the increased development in P47 can function in a practical, safe manner.

A considerable body of research work had been prepared since 2012, by the range of consultants engaged by the planning proposal proponent (Danias Holdings Pty Ltd.) for P47. These studies revealed that the most critical infrastructure needs for P47 are:

- *Flooding and stormwater management; and*
- *Traffic and transport facilities provision.*

Given financial land price constraints within the up-zoned areas of P47, it was agreed amongst relevant Council staff that whilst the up-zoned areas should continue to meet their community facility/ and recreation facility developer contribution responsibilities under the current Marrickville Developer Contributions Plan 2014, it would not be possible to acquire land or to construct new public

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facilities from Section 7.11 Developer Contributions alone. Note: this does not exclude the possibility of additional facilities for these public purposes being achieved via future voluntary Planning Agreements between Inner West Council and developers of sites in P47.

Utilising funds from the current Marrickville Developer Contributions Plan (which are to be repaid from subsequent Victoria Road Precinct developer contributions) the following consultants were engaged to investigate the critical infrastructure needs for P47:

- A. *Flooding and stormwater management* – Cardno Water Infrastructure Engineers – Cardno (WI), who recently completed, for Inner West Council, the latest Marrickville Valley Flood Risk Management Study and Plan.
- B. *Traffic and transport Infrastructure* – Cardno (Traffic and Transport Engineers) - Cardno (T&T) were engaged following a competitive procurement process. Note: the resultant completion of this study relied upon the sharing of information from the proponent's traffic and transport consultant, which is gratefully acknowledged.

The results of these studies directly informed the works schedules and resultant contribution rates within this sub-plan. As can be seen in the works schedules for this sub-plan approximately \$15M of water infrastructure works are deemed necessary by the consultant water engineers to manipulate the flooding and stormwater environment within P47 so that it is suitable for the permitted increased intensification of development.

Furthermore, approximately \$0.6M of public traffic and transport infrastructure works are required to be implemented on government owned land to ensure that the increased permitted development within P47 can be absorbed without the existing level of service within the local road network being worsened. Other potential traffic and transport works for the precinct, which were identified by Cardno (T&T) in their traffic and transport needs study for the precinct, have not been included within this sub-plan, on the basis that they are best dealt with by individual or amalgamated developments as they are to be located on private land and they predominantly relate to both site specific vehicular and pedestrian access issues within the precinct. This decision was also made on the basis that a significant proportion of these additional works are aimed to satisfy the requirements of the Roads and Maritime Services, who "will not permit direct vehicular access to/from development via Sydenham Road and Victoria Road. Access to the road network should be provided via rear lanes or local roads."¹ These additional works are identified within the accompanying Development Control Plan for the precinct.

In terms of cost sharing, the required water infrastructure works are to be equally shared between the incoming resident and employment population. For the required traffic and transport works, these costs have been apportioned on the extent by which the main expected uses (residential; commercial; and retail etc.) utilise the existing traffic and transport network.

It is important to acknowledge, however, that the total amount of traffic and transport works to be paid for by the developers of the up-zoned areas of the precinct, would have been higher, however, Inner West Council was recently successfully awarded “Black Spot Funding” for a location within the precinct. New traffic lights at the intersection of Chapel Street and Victoria Road are to be implemented under this funding in the short term future. This will be implemented without the use of any developer contribution funding. Furthermore, these works are separate from the Victoria Road/ Sydenham Road Intersection Upgrade works currently being negotiated (as part of a voluntary Planning Agreement) between the proponent, Transport for NSW (TfNSW), Roads and Maritime Services (RMS) and the Department of Planning and Environment (DPE).

At the time of the drafting of this sub-plan, Council staff were advised by the DPE that this draft Planning Agreement contains, but is not limited to, the following:

“...We are currently proposing for the developer to provide the intersection upgrade as follows:

- *Provision of a left-turn slip lane from Sydenham Road (west) to Victoria Road (north); and*
- *Provision of a 90m right-turn bay along Victoria Road (north).”*

The contents of the likely imminent *Planning Agreement* have been taken into account in the traffic and transport items of this plan, to avoid “double-dipping”.

Due to their likely wider benefits, beyond P47, not all of the traffic and transport works on government land can be apportioned to the developers of the precinct e.g. the proposed signalisation of the Fitzroy and Sydenham Road intersection. This and other apportioned works will result in the Inner West Council being committed to an approximate additional expenditure of \$655,150 for additional traffic and transport related works in the precinct, over the next 15 – 20 years. The provisions of the draft plan would not preclude these funds being obtained from other sources e.g. grant funds etc. in the future.

In conclusion, the draft contributions plan for the Victoria Road Precinct, as an amendment to the current Marrickville Developer Contributions Plan 2014, aims to ensure the sustainable delivery of necessary public traffic and transport; and water related infrastructure that will ensure that the precinct will be able to accommodate, in a safe and responsible manner, the increased development now permitted within this locality.

1. New South Wales Roads and Maritime Services Department – Correspondence from Greg Flynn (Senior Manager Strategic Land Use – Sydney Planning, Sydney Division to The General Manager – Inner West Council Re: Public Exhibition Amendments to the Marrickville Development Control Plan (MDCP) DCP for Victoria Road Precinct, Marrickville - dated 13 July 2018 – page 4.

1.2 Nature of Future Development

The nature of the abovementioned infrastructure studies demanded a detailed, ongoing assessment of the expected development permitted under the relevant Local Environmental Plan (as amended); and recently adopted Victoria Road Precinct Development Control Plan, by Council staff, which was then given to the traffic and transport and water infrastructure consultants for this sub-plan.

This assessment relied heavily on the previous, comprehensive, detailed masterplanning work undertaken by the proponent's planning and architectural consultants, during the planning proposal process for P47. It also relied on the residential and non-residential occupancy rates contained within the existing parent contributions plan to this sub-plan – the existing Marrickville Developer Contributions Plan 2014. As mentioned elsewhere within this plan it is envisaged that the up-zoned areas will accommodate, over the next 15-20 years, a relatively substantial increase in residents (2004 residents), a correspondingly significant increase in commercial employees (5,563.6 persons), and retail related employees (1,091 persons).

1.3 Life of this Sub-plan

This sub-plan is based on forecasted development over the next 15-20 years that will be generated within the up-zoned areas of the Victoria Road Precinct. The sub-plan will be monitored during this time to ensure that public infrastructure (under the responsibility of the Inner West Council) is provided as development proceeds. The sub-plan will also be monitored and amended as necessary, as it is possible that the forecast growth and expected land uses may not remain exactly in accordance with those estimated within this sub - plan.

The contribution amounts arising from the infrastructure cost estimates within this sub - plan will be indexed between the date of commencement of this sub-plan and the date of payment of the contribution in accordance with the existing arrangements of the parent contributions plan to which this sub-plan forms a part of – the existing Marrickville Developer Contributions Plan 2014. Cost estimates will also be monitored regularly to ensure that they reflect current costs and if necessary, amendments will be made to this sub – plan, accordingly.

This sub-plan will operate until (a) all of the contributions required for contribution projects included in the sub-plan have been collected from relevant development approvals; or (b) this sub-plan or the parent contributions plan – The Marrickville Developer Contributions Plan 2014 is repealed in accordance with the requirements of the Regulation or other legislative provisions that facilitates such repeals.

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1.4 Specific Additional Works Schedules for the Precinct


Figure 1 – Required Traffic and Transport Facilities located on Government owned land – Victoria Road Precinct.

Infrastructure Item No.	Required Traffic and Transport Related Infrastructure – Victoria Road Precinct	Indicative cost to developers \$
VRP – R - 001	Victoria Road separator at Mitchell Street	60,500
VRP – R - 002	Mitchell Street splitter island	33,000
VRP – R - 003	Victoria Road separator; Rich Street to Cook Road	102,300
VRP – R - 004	Smith Street splitter island	33,000
VRP – R - 005	Rich Street splitter island	33,000
VRP – R - 006	Sydenham Road/Fitzroy Street signalisation (Total expected cost = \$737,000) ^A	147,400
VRP – R - 007	Inclusive Access Study (principles and practical design advice for the private and public domain) (Total expected cost = \$100,000) ^B	50,000
VRP – R - 008	Bicycle On-Road Route stencils (Total expected cost = \$6,600) ^{B/C}	3,300
VRP – R - 009	Bicycle Parking Hoops (Total expected cost = \$24,500) ^{B/C}	12,250
	Sub-total	474,750
	15% Contingency	71,212.50
	Repayment to existing Marrickville Developer Contributions Plan for Precinct 47 traffic and transport study by Cardno (T&T) (\$56,980 incl. GST) + purchase of traffic data from RMS (\$5,703.50 incl. GST) = \$62,683.50	62,683.50
	Grand Total (incl. of GST)	\$608,646

Notes:

- Given the broader benefits (beyond Precinct 47) of this signalisation only a proportion of the costs (20%) are to be attributed to the contributing area of the precinct.
- Similarly, given the likely broader benefits (beyond Precinct 47) of these infrastructure items, only a proportion of the costs (50%) are to be attributed to the contributing area of the precinct.
- The on – road bicycle route stencils (estimated number – 66 stencils) are to be implemented on local bicycle routes located mostly within Precinct 47. Refer to Figure 24 for additional information. The Bicycle parking hoops are to be located on prominent kerbside locations throughout the precinct. It is estimated that 100 bicycle parking hoops will be provided under this sub-plan. See also Precinct 47 – Victoria Road Precinct. Traffic and Transport Needs Analysis Prepared by Inner West Council by Cardno. Dated 9 November 2018.
- The total Inner West Council commitments for those works that are only part funded by developers within the precinct (marked A-C above) = \$655,150.

Figure 2 – Required Stormwater and Flooding Mitigation Facilities – Victoria Road Precinct – Infrastructure Item No. VRP – WI - 001.

Project – Water Infrastructure Related Facilities – Victoria Road Precinct					Indicative cost to developers \$
59919024 Victoria Road Precinct Cost Estimate Option: Proposing a new drainage network from Victoria Road, Chapel Street, Fitzroy Street and Saywell Street					
					
ITEM NO.	DESCRIPTION OF WORK –	QUANTITY	UNIT	RATE	COST
1.0 GENERAL AND PRELIMINARIES					
1.1	Site establishment, security fencing, facilities & disestablishment	1	item		
1.2	Provision of sediment & erosion control	1	item		
1.3	Construction setout & survey	1	item		
1.4	Work as executed survey & documentation	1	item		
1.5	Geotechnical supervision, testing & certification	1	item		
	SUBTOTAL (Assumed as 15% of works cost, excluding property purchase)				1,401,100
2.0 DEMOLITION, CLEARING, GRUBBING & EARTHWORKS					
2.1	Pull up and dispose existing road surface	3,000	sq.m	\$150.00	450,000
	SUBTOTAL				450,000
3.0 DRAINAGE					
3.1	Supply, excavate, bed, lay, joint, backfill and provide connections for 0.375m dia. Pipe		lin.m	1044	
3.2	Supply, excavate, bed, lay, joint, backfill and provide connections for 0.6m dia. Pipe		lin.m	1131	
3.3	Supply, excavate, bed, lay, joint, backfill and provide connections for 0.9m dia. Pipe	200	lin.m	1392	278,400
3.4	Supply, excavate, bed, lay, joint, backfill and provide connections for 1.2m dia. Pipe		lin.m	1914	
3.5	Supply, excavate, bed, lay, joint, backfill and provide connections for 1.5m x 0.9m culvert		lin.m	3410.40	
3.6	Supply, excavate, bed, lay, joint, backfill and provide connections for 1.8m x 0.6m culvert	380	lin.m	3410.40	1,295,952
3.7	Supply, excavate, bed, lay, joint, backfill and provide connections for 1.8m x 0.9m culvert	95	lin.m	3712	352,640
3.8	Supply, excavate, bed, lay, joint, backfill and provide connections for 3.0m x 0.9m culvert	120	lin.m	5568	668,160
3.9	Supply, excavate, bed, lay, joint, backfill and provide connections for 3.0m x 1.5m culvert	300	lin.m	5916	1,774,800
3.10	Install new drainage / junction pit (assumed 1 pit per 25m of pipe)	50	each	6000	300,000
3.11	Install new outlet near Sydenham Rft	1	each	50000	50,000
3.12	Adjustment of existing services (nominal allowance) (assumed 10% of drainage installation cost)	1	item	1,999,341	1,999,341
3.13	Allowance for nightworks (assume for works on all regional/state roads)	1	item	111,082	111,082
	SUBTOTAL				6,830,375
4.0 PAVEMENTS					
4.1	Reinstate disturbed road pavement, including demolition and disposal of additional material to provide good jointing	3000	sq. m	120	360,000
	SUBTOTAL				360,000
5.0 TRAFFIC CONTROL					
5.1	Control of traffic during works, incl allowance for night works (assumed 10% of pipe install cost)	1	item	1,421,755	1,421,755
	SUBTOTAL				1,421,755
CONSTRUCTION SUB-TOTAL					10,741,629
6.0 CONTINGENCIES					
6.1	30% construction cost				3,138,969
CONSTRUCTION TOTAL, excluding GST					13,602,199
GST					1,360,220
CONSTRUCTION TOTAL, including GST					14,962,419
CONSTRUCTION TOTAL, rounded					15,000,000
DISCLAIMER: 1. This estimate of cost is provided in good faith using information available at this stage. This estimate of cost is not guaranteed. Cardno (NSW) will not accept liability in the event that actual costs exceed the estimate. NOTES: 1. Estimate does not include Consultant's fees, including design or project management 2. Estimate / rates in 2017 dollars and does not allow for inflation					

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Sub – total – Figure 2	15,000,000
Repayment to existing Marrickville Developer Contributions Plan for cost of Precinct 47 Stormwater and Flooding study by Cardno (WI) inc.GST.	71,500
Grand Total (incl. of GST)	\$15,071,500

Note:

- A. Redevelopment sites directly west of the western end of Hans Place and east of Victoria Road are required to accommodate an additional 0.9 metre diameter stormwater pipe (culvert) on their sites, which would link to the overall, Inner West Council's stormwater/ flood mitigation scheme for the precinct, as detailed within the above schedule and Figure 17 on page 38. Due to the location of the works they will not adversely impact the development yield of the subject redevelopment site. Refer also to the relevant provisions within the Precinct 47 Victoria Road Precinct section of the Marrickville Development Control Plan 2011.

Figure 3 - Calculation of Total Infrastructure Works under the Marrickville Developer Contributions Plan 2014, with the addition of the proposed infrastructure works within the Victoria Road Precinct.

Total value of relevant works in existing Marrickville Developer Contributions Plan (2014)	
Project	Cost (\$)
<i>Recreation Facilities</i>	
Costs apportioned to developers for total works program recreation facilities within former Marrickville areas	\$82,328,080
Detail design and conveyance	823,281
Work supervision	823,281
<i>Community Facilities</i>	
Cost of works for general community facilities	5,400,000
Detail design and conveyance	108,000
Works supervision	27,000
<i>Libraries</i>	
Proportion of cost of works	4,068,176
<i>Childcare</i>	

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Cost of works	2,500,000
Detail design	50,000
Works supervision	50,000
<i>New Infrastructure works within Victoria Road Precinct – Precinct 47</i>	
Water infrastructure works - VRP – WI - 001	15,071,500
Traffic and transport works VRP – R – 001 - VRP – R - 009	608,646
Total combined cost of works new and existing (Incl. GST)	111,857,964

1.5 Contribution Rates for the Victoria Road Precinct (Contributing Area)

Figure 4 below sets out the contribution rates applicable within the contributing area (up-zoned area) of the Victoria Road Precinct. For an explanation of the “contributing area” for the precinct refer to Figure 8 of this sub-plan.

Figure 4	Use		Occupancy	Victoria Road Precinct New Priority Contribution Items		Existing Marrickville Developer Contribution Plan Commitments			Total:
				Traffic & Transport Related Infrastructure (subject to future indexing)	Water Related Infrastructure (subject to future indexing)	Community Facilities (Existing - Indexed)	Recreation Facilities (Existing - Indexed)	Plan Admin Fee (Existing Flat Rate - Not Indexed)	
				\$	\$	\$	\$	\$	\$
LAND USES SUBJECT TO STATE GOVERNMENT CAP*	Residential Units and Secondary Dwellings	1 Bedroom	1.31	\$47.68	\$2,661.78	\$1,598.24	\$12,726.26	\$340.68	\$17,374.64
		2 Bedroom	2.02	\$73.53	\$4,104.42	\$2,464.46	\$19,623.70	\$525.32	\$26,791.43
		3 Bedroom	2.88	\$104.83	\$5,851.84	\$3,513.68	\$27,978.34	\$748.97	\$38,197.67
		4+ Bedroom	3.74	\$136.14	\$7,599.27	\$4,562.91	\$36,333.00	\$972.63	\$49,603.94
	Attached dwellings, Semi-detached dwellings & Multi-dwelling housing	1 Bedroom	1.51	\$54.96	\$3,068.15	\$1,842.24	\$14,669.20	\$392.69	\$20,027.25
		2 Bedroom	2.08	\$75.71	\$4,226.33	\$2,537.66	\$20,206.59	\$540.93	\$27,587.22
		3 Bedroom	2.79	\$101.56	\$5,668.97	\$3,403.88	\$27,104.02	\$725.57	\$37,004.00
		4+ Bedroom	3.63	\$132.13	\$7,375.76	\$4,428.71	\$35,264.38	\$944.02	\$48,145.00
	Dwelling Houses	All Sizes	2.86	\$104.10	\$5,811.21	\$3,489.28	\$27,784.06	\$743.77	\$37,932.42
	Land Subdivision	Single Dwelling House	2.86	\$104.10	\$5,811.21	\$3,489.28	\$27,784.06	\$743.77	\$37,932.42
LAND USES NOT SUBJECT TO STATE GOVERNMENT CAP*	Boarding Houses	1 Persons rooms less than 16m2	1	\$36.40	\$2,031.89	\$1,220.03	\$9,714.71	\$260.06	\$13,263.09
		2 Person rooms 16m2 or greater	2	\$72.80	\$4,063.78	\$2,440.06	\$19,429.40	\$520.12	\$26,526.16
	Commercial	Per 100m2 GFA	1/20m2	\$414.50	\$10,159.45	\$342.90	\$9,714.71	\$412.63	\$21,044.19
	Retail	Per 100m2 GFA	1/20m2	\$863.50	\$10,159.45	\$342.90	\$9,714.71	\$421.61	\$21,502.17
	Industrial	Per 100m2 GFA	1/100m2	\$82.90	\$2,031.89	\$68.58	\$1,942.93	\$82.53	\$4,208.83

Notes for Figure 4 above:

- i. The room areas for boarding houses referred to in the above table exclude any area used for the purposes of a private kitchen or bathroom facilities.
- ii. GFA means gross floor area.
- iii. * Pursuant to reforms to the NSW Developer Contributions System, undertaken in 2008, infrastructure contributions payable to local councils have been capped at \$20,000 per residential lot. All contributions exceeding \$20,000 require approval from the Minister for Planning. The introduction of the threshold was effective as of 30 April 2009, as provided for in the Minister's direction under s94E of the EP&A Act, dated 13 January 2009. Accordingly, for those residential uses that are subject to the "cap" irrespective of the total contribution amount in the right hand column of the table, the applicable contribution shall not exceed \$20,000. Credits for existing residential development are also capped at \$20,000.
- iv. For those contributions that are subject to the "cap", priority will be given to ensuring that the full monies for the Victoria Road Precinct Infrastructure Priority Items, detailed above, are achieved, with the other existing items collected in the same ratio up to the total capped amount.
- v. Development within the "contributing area" of the precinct will be responsible only for the traffic and transport upgrades within Precinct 47; therefore, the existing "traffic facilities" contribution included within the "Marrickville LGA other than Planning Precinct areas" does not apply to the "contributing area".
- vi. For the Victoria Road Precinct Priority Contribution Items, the "Commercial" Traffic and Transport contribution rate has been utilised to inform the "Industrial" Traffic and Transport Contribution amount.
- vii. The existing "Marrickville Developer Contribution Plan Commitments" are for the most current "December 2018 Quarter".

Section 2 – Background to the Development of this Sub - plan:**2.1 Introduction to Section 7.11 and Section 7.12 Developer Contributions**

“A user – pays philosophy underlies the funding of local or community infrastructure required to satisfy service demand generated by development activity. This requires developers to contribute to the reasonable cost and provision of local public facilities needed to support new development.”²

Accordingly, sections 7.11 and 7.12 of the New South Wales Environmental Planning and Assessment Act 1979 (E.P. & A. Act) (as amended), enable planning authorities to levy contributions, on developers, for the provision of public services and public amenities, required as a consequence of expected development within an area. These sections supersede the former, more widely known, corresponding section 94 (developer contributions) and section 94A (fixed percentage developer contributions) sections of the E. P. and A. Act.

Generally, section 7.11 and 7.12 contributions can only be made towards:

- *Capital costs including land acquisition;*
- *Public facilities which the planning authority has a responsibility to provide; and*
- *Public facilities which are needed as a consequence of or to facilitate new development.*

² NSW Secretary's Practice Note: Local Infrastructure Contributions. NSW Department of Environment and Planning - page 4.

2.2 Historical Planning Framework: Marrickville Development Control Plan 2011/Former Land Use Zoning/ Planning Proposal History/ Subsequent Marrickville Local Environmental Plan Amendment No.14

The land which is the main subject of this plan, lies within Precinct 47 - “Victoria Road” Precinct as identified within section 9.47 of Marrickville Development Control Plan 2011. *“A Development Control Plan is a commonly used town planning document which provides detailed guidance for the use of land and design and assessment of new development.”³*

The Marrickville Development Control Plan 2011 (MDCP 2011) was adopted by the former Marrickville Council on 12 July 2011. It came into effect on 15 December 2011.

Part 9 of the MDCP 2011, “Strategic Context” - “provides objectives and controls, in addition to preceding parts of this Development Control Plan (DCP), which are specific to a particular area, and guide the implementation of the desired future character for the area.”⁴

Part 9 of the MDCP 2011, divides the area covered by the MDCP 2011 (the former Marrickville Municipal area) into forty - seven (47) sub – areas: precincts, of which, the subject Victoria Road (Precinct 47) is the last of these.

Typically, these precinct controls within the MDCP 2011 contain: *statements of the existing character of the precinct; the desired future character of the precinct; details of any heritage conservation areas within the precinct; precinct – specific planning controls; and site – specific planning controls.*

Historically, the Marrickville industrial area (of which Victoria Road – Precinct 47 forms a part of) pre-dates World War I and is one of the oldest surviving industrial precincts in Australia, containing industrial buildings that are still in use today. Evidence of the pre-existing Marrickville village, centred around Chapel Street, Marrickville, also still survives within the Victoria Road Precinct, in the form of terrace housing and semi – detached housing.⁵ Traditional industrial uses (assisted by the draining of the Gumbramorra Swamp in 1897) in the area, included potteries; metal work; quarries; food manufacturing; brickmaking; and woollen mills, etc.⁶

This industrial history is reflected in the following statement of the existing character for the area, which was until recently, included within section 9.47 Strategic Context Victoria Road of the MDCP 2011.

“This precinct is centrally located within the Marrickville local government area. The area is bounded by Addison Road to the north, Fitzroy Street to the east, Sydenham Road to the south and generally by the rear of properties facing Shepherd Street to the west. Victoria Road is the main north to south link through the precinct linking to Cook Road. A number of east west links exist, though many are cul-de-sacs used for access and loading bays for industrial sites.

The precinct contains a mixed character, though overall the precinct is dominated by industrial land uses. Residential dwelling houses are interspersed between industrial factory units. Business and local retail uses are also located along some of the main roads in the precinct such as Addison Road and Enmore Road. Light industrial uses are located along the northern side of Farr Street that create a buffer for the adjoining residential properties. Other land uses within the precinct include the Marrickville Bowling and Recreation Club and Wicks Park.”⁷

Figure 5 below, gives considerable insight into how residential development within the precinct (and beyond) has co-existed with generally large industrial concerns. Post 1943 a considerable proportion of these dwellings were demolished to provide for the more modern post WWII, generally smaller industrial premises within the locality, and much needed open space for the Marrickville High School located in the central area of the precinct.



Figure 5 – A 1943 Aerial Image of Victoria Road Precinct. Note that the historic character of the area, at this time was one of densely settled small workers type housing interspersed with generally large scale industrial developments in conjunction with some large undeveloped open spaces. Much of the existing key public owned infrastructure: Wicks Park; Marrickville Bowling Club; and the Stormwater Channel were in place by that time. Image Courtesy of Six Maps. <https://maps.six.nsw.gov.au/>

In early 2012, in the lead up to former Marrickville Council's consideration of draft Marrickville Local Environmental Plan (MLEP) 2011 and draft Marrickville Development Control Plan (MDCP) 2011 Amendment No.1, Danias Holdings and a number of other landowners within the Victoria Road Precinct made representations to the former Marrickville Council seeking changes to planning controls to allow a broader range of uses.

These representations culminated in the former Marrickville Council resolving on the 1 May 2012, to advise the rezoning proponent (Danias Holdings Pty Ltd) that Council would consider revised planning controls for the Victoria Road Precinct and invited the proponent to submit a Planning Proposal, containing the potential land – use changes.

Due, in part to the combined complexities of the location (flooding; traffic and transport; aircraft noise issues etc.); and the linkages between the potential rezoning of the Victoria Road Precinct and planning for the needs of the broader former Marrickville Council area (and subsequent Inner West Council area) i.e. Employment Lands Strategy issues etc.; consideration on the merits and details of this matter occurred over a number years - from the lodgement of the preliminary planning proposal for the precinct in May 2014, until the final approval of the up – zoning of part of the Victoria Road Precinct by the NSW Government via Marrickville Local Environmental Plan 2011 (Amendment No.14) on 1 December 2017.

It is important to note that in approving the rezoning of part of this part of the Victoria Road Precinct, for an increased scale and intensity of development in conjunction with new permitted land uses, the New South Wales State Government acknowledged, as part of their making of this amendment Marrickville Local Environmental Plan 2011, as law, that all of the infrastructure needs for the new permitted development, within the precinct, had not been fully resolved.

For example:

The Deputy Secretary of Planning Services (of the NSW Department of Planning & Environment), Marcus Ray, in his notice, by letter, in late 2017, to the Inner West Council's Interim General Manager, of the making of Amendment No.14 to Marrickville Local Environmental Plan 2011, advised the following:

"...I advise that as delegate of the Greater Sydney Commission, I have made the Plan [Marrickville Local Environmental Plan 2011 (Amendment No.14)] under section 59 (2) of the Environmental Planning and Assessment Act 1979. Under section 34(5), it will take effect when published on the NSW Legislation website.

The Plan has been finalised as it will provide capacity to deliver 6,000 new jobs and 1,100 new dwellings in a location well serviced by public transport, within 30 minutes of major employment hubs and exiting commercial centres, and within walking distance of a major shopping centre..... I note that clause 6.18 of the Plan requires satisfactory arrangements be in place for the delivery of state infrastructure of the precinct before development applications are determined. I encourage Council to work with the proponent and Roads and Maritime Services to establish a suitable design for the Sydenham Road and Victoria Road intersection, including an infrastructure staging and delivery plan.

The Department recognises the importance of local infrastructure provision. The Department has expressed the clear expectation to the proponent that further negotiation should occur with the Council to ensure that demand for local infrastructure generated by the development is funded through a Section 94 [now section 7.11 plan] or via a VPA [Planning Agreement – voluntary]. The Department will assist in facilitating any discussions with the proponent.”

In essence, the majority of the land that was rezoned under this amendment was previously zoned “IN1 General Industrial” under Marrickville Local Environmental Plan 2011 (MLEP 2011). The planning proposal for the precinct resulted in this previously industrial zoned land being rezoned to a mix of:

- R3 Medium Density Residential – land on the western side of Farr Street;
- R4 High Density Residential – being the majority of the block bounded by Victoria Road, Sydenham Road, Farr Street and Marrickville Public School;
- B4 Mixed Use – land on the eastern and western sides of Victoria Road near the intersection with Sydenham Road;
- B5 Business Development for all other land to relating to the planning proposal; and
- Part of the land zoned has been zoned SP2 – Future Road Corridor. This road widening at the intersection of Victoria Road and Sydenham Road and along the western side of Victoria Road is aimed to facilitate an upgraded design and performance for this intersection.

This information is shown diagrammatically within Figure 6 - *Below*.

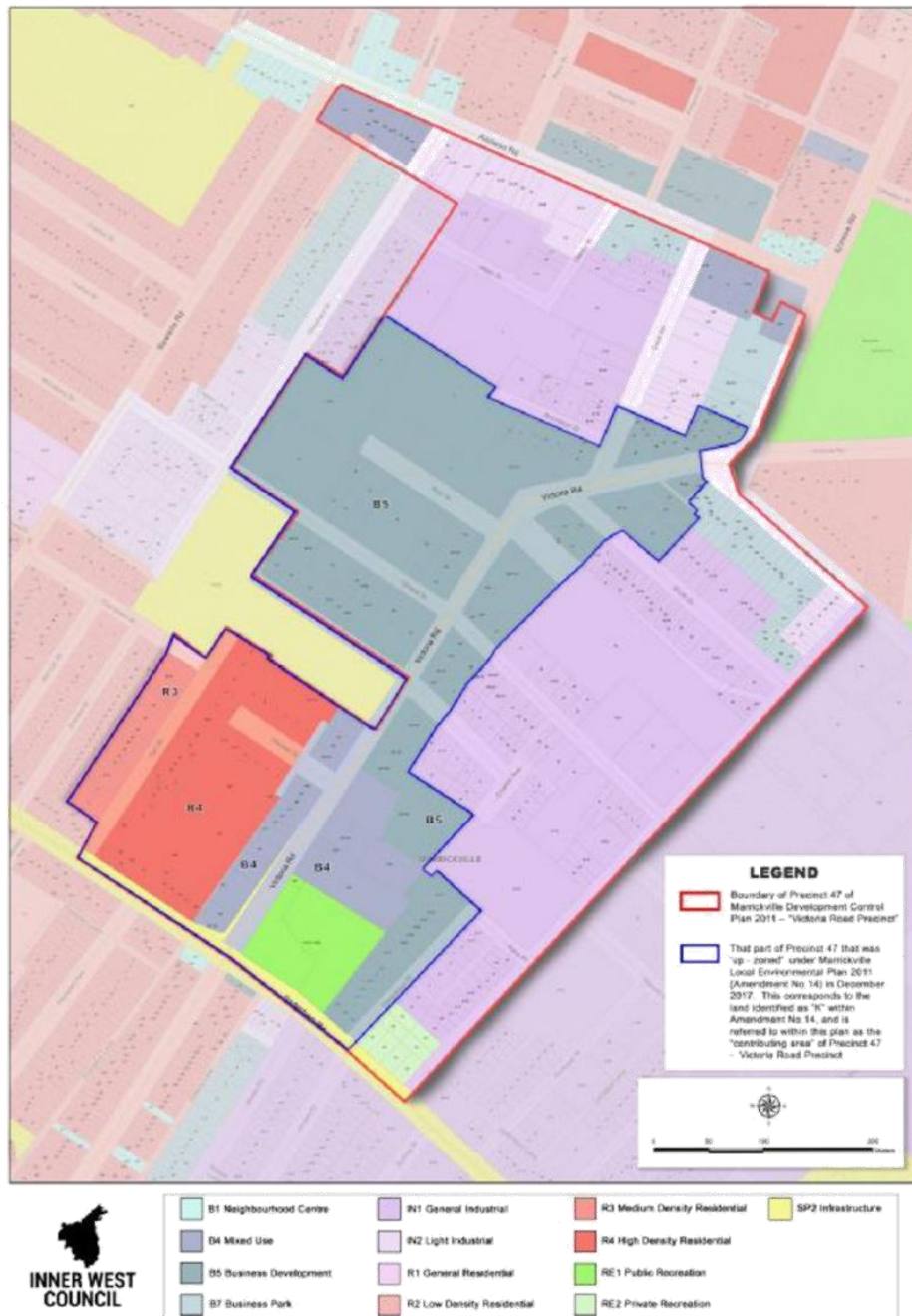


Figure 6 – Current zoning map – Victoria Road Precinct. Source: Marrickville Local Environmental Plan 2011 (as amended) Inner West Council.

Inner West Council subsequently considered associated amendments to Part 9.47 *Victoria Road Precinct* Marrickville Development Control Plan 2011 (draft Victoria Road DCP), which was drafted by the proponent of the Victoria Road Planning Proposal, (Ethos Urban/Dania Holdings Pty Ltd) in order to support the Amended Local Environmental Plan for the locality.

The draft Victoria Road DCP was publicly exhibited between from 8 May 2018 to 5 June 2018. A number of submissions were received by Inner West Council in relation to the public exhibition. After considering a Council report on the results of the exhibition and potential amendments to the draft DCP, at its meeting of 28 August 2018, the Inner West Council resolved to "...[adopt] the Victoria Road Precinct Development Control Plan as exhibited" Resolution No. C0818 (3) Item 14.

Later, at its meeting of 11 September 2018, in relation to the issue of the delivery of *Affordable Housing* within the precinct, Inner West Council resolved ".....[to seek] timely expert advice on how to get the financial feasibility analysis that would support the most effective application of Council's affordable housing policy to the residential component of the Victoria Road Precinct. This advice should canvas whether it can be funded from section 94 monies [section 7.11/section 7.12] funds or the LEP budget; and a report be brought back to the first meeting in October 2018 [relating to this matter]. Resolution No. C0918 (1) Item 18.

Accordingly, it is not intended to address the affordable housing needs of the precinct within this plan. This is to be addressed as a separate matter in accordance with the abovementioned resolution.

- 3 *Marrickville Development Control Plan 2011 - former Marrickville Council – now part of Inner West Council. Page 1.*
- 4 *Marrickville Development Control Plan 2011 - former Marrickville Council – now part of Inner West Council. Page 4.*
- 5 *Internal Inner West Council (IWC) Memorandum to Niall Macken (Team Leader - Heritage and Urban Design) from Dr. Noni Boyd (IWC Heritage Specialist) concerning: Heritage Review – Draft Victoria Road Planning Proposal – dated 28 May 2018. Page 10.*
- 6 *Rich Street Precinct Marrickville, Development Application, Statement of Heritage Impact by Artefact Heritage on behalf of Danias Holdings Pty Ltd, October 2017. Page 7.*
- 7 *Marrickville Development Control Plan 2011 – 9.47 Strategic Context – Victoria Road. Section 9.47.1 Existing Character. Page 1.*

2.3 Clarification of the area to which this Sub - plan applies

Section 9.47 of the Marrickville Development Control Plan 2011 sets the boundaries of the area covered by the 47th Precinct ("The Victoria Road Precinct") of this DCP. There is a potential for some confusion as to what land comprises the "*Victoria Road Precinct*" given that the July 2016 *Planning Proposal Report* by JBA Consultants, which lead to the eventual rezoning of part of Precinct 47, by the NSW Department of Planning & Environment, made a clear distinction between the terms: "*Precinct 47*", and the "*Victoria Road Precinct*". For the purposes of that *Planning Proposal Report* the "*Victoria Road Precinct*" was used to define that part of the precinct that was requested to be up-zoned. This land was then, subsequently referred to as area

“K” within Amendment No.14 to Marrickville Local Environmental Plan 2011, which made the rezoning law. Refer to figure 7 below.

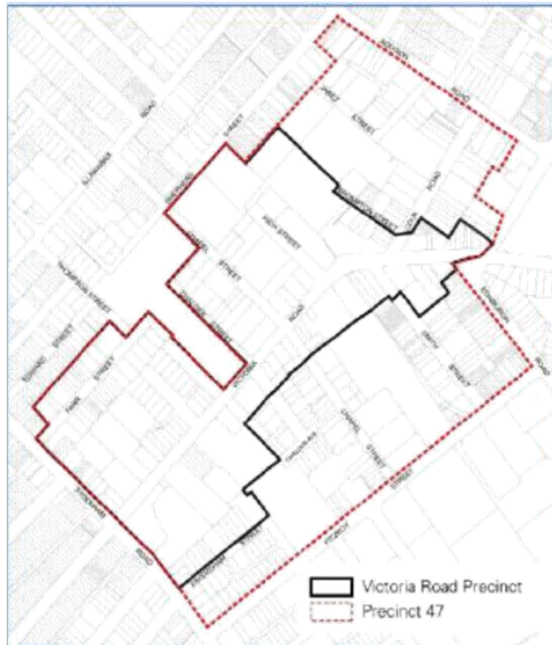


Figure 7 – The depiction of the Victoria Road Precinct within “Figure 7 – Precinct 47 and rezoning boundary” as shown on page 25 of the “Planning Proposal Planning Report - Victoria Road Precinct, Marrickville. Planning proposal for land uses and development standards – submitted to Marrickville Council on behalf of Danias Holdings. Prepared by JBA Urban Planning Consultants Pty Ltd and dated July 2016. Report No.1350.”

However, for the purposes of this plan, and to avoid any confusion, particularly with the associated *Victoria Road Precinct Development Control Plan*, (which provides development objectives and controls across the whole of the area of Precinct 47), any reference to the “*Victoria Road Precinct*”, is a reference to all of the land within Precinct 47 of Marrickville Development Control Plan 2011. Accordingly, any reference to Precinct 47 within this plan also implies a reference to the “*Victoria Road Precinct*”. The area “K” within Amendment No.14 to Marrickville Local Environmental Plan 2011, for the purposes of this plan, is to be referred to as “*the contributing area*” – which is defined as the location of all land parcels and their respective property owners that are required to contribute to the infrastructure needs identified within this plan. Refer to figure 8 below.



Figure 8 – Depiction of those parts of Precinct 47 that are required to contribute to the infrastructure works included within this sub-plan. Relevant developments within those parts of the precinct that are not in the "contributing area" would utilise the "Marrickville LGA other than Planning Precinct areas" table of the "Marrickville Developer Contributions Plan 2014".

2.4 Subsequent Expected Development within the Victoria Road Precinct and Previous Planning Approaches to the Provision of the Required Infrastructure

The New South Wales Government Planning & Environment, Planning Services – *Plan Finalisation Report* (dated 30 November 2017) for the draft Local Environmental Plan Marrickville Local Environmental Plan 2011 – Amendment No.14, in its summary of reasons for recommending that the Greater Sydney Commission's delegate determine to make this draft local environmental plan, outlined the expected new development likely to occur within Precinct 47 from the rezoning:

- *"Will facilitate up to 1100 dwellings in a well-serviced location that is close to public transport;*
- *Will provide capacity for an additional 6,000 jobs 5km from the Sydney CBD (there are currently 1,116 jobs in the precinct);*
- *Will revitalise the precinct by allowing for a more diverse range of emerging uses;[and]*
- *...provides for job and housing opportunities."* (Page 13)

As detailed above, this local plan amendment was made with an expectation from the NSW Government Planning & Environment Department that a full assessment of the new infrastructure needs of Precinct 47 i.e. upgrading of road networks; stormwater and flooding requirements; and responses to potential heritage issues, would occur at a later stage.

For example the *Plan Finalisation Report* noted on pages 4-6 that Transport for NSW (TfNSW) and the Roads and Maritime Services (RMS) "...[had] requested that a detailed traffic and transport assessment be prepared before finalisation of the plan to address the cumulative impact of the development on the surrounding local and regional network, including current and future public transport services."

The report also noted that the planning proposal proponent (Dania Holdings) had responded to these concerns predominantly through additional traffic modelling; and the lodgement of a revised Victoria Road and Sydenham Road Intersection upgrade design (which did not involve the use of land within the Wicks Public Park). The report also states that the proponent also advised the RMS; TfNSW; and the Department of Planning & Environment, amongst other things, that *".....upgrades to the Sydenham Road and Victoria Road Intersection are only required once the precinct reaches approximately 20 per cent of its full development scenario; the development of the entire residential component of the precinct represents just 7% of the overall traffic generation; the proposed upgrades to this intersection are likely to be delivered ahead of the upgrade being necessary as they would be provided as part of the development of proposed residential sites at the southern end of the precinct; [and] a design solution for the upgrade of the Victoria Road/Sydenham Road intersection can be achieved to maintain the functionality of the intersection and respond to existing land constraints, avoiding the use of Wicks Park....."*

Other subsequent traffic and transport concerns from RMS and TfNSW concerning the form of the revised Sydenham and Victoria Road intersection design and its potential adverse impacts on network efficiency and pedestrian safety; and the need to identify funding responsibilities and associated funding mechanisms for the delivery of the required transport infrastructure upgrades; were consequently addressed by the NSW Planning and Environment Department via the inclusion of a road widening reservation within the draft local environmental plan (SP2 Infrastructure zoning) and via the inclusion of both a satisfactory (state infrastructure) arrangement clause (subsequently clause 6.18); and a clause which mandates a development control plan to be in place (prior to any development consents being issued for the rezoned area of the precinct) which addresses local infrastructure requirements (including heritage matters), (subsequently clause 6.17).

The Planning & Environment Department's reasoning for this infrastructure provision approach, for the planned up-zoned land within Precinct 47, is explained on pages 6; 7; 8; and 12 of the *Plan Finalisation Report*:

"The satisfactory arrangements clause is intended to allow the proponent, the RMS and Council to establish a preferred intersection design [for] the Sydenham Road/Victoria Road intersection before granting consent to future development. The Department notes that the optimal intersection design for traffic and pedestrian safety may involve some public land, such as Wicks Park to provide appropriate lane widths and footpaths.

Further traffic analysis is not considered necessary, primarily because the planning proposal will be implemented over a 10-15 year time frame. Demands on the road system will therefore be gradual and will coincide with growth and change in the surrounding area.

The Department recommends that the draft LEP proceeds with outstanding objections as the matters identified by TfNSW and RMS can be dealt with when DAs [development Applications] are prepared for the site. The proponent has already provided two designs, for the Sydenham Road/Victoria Road intersection but requires further guidance from the RMS and cooperation from the Council to reach a satisfactory outcome. This is not considered a reason to delay the rezoning of the Precinct.

...changes relating to the retention and provision of adequate open space, delivery of new laneways and connections and the preservation of identified potential heritage items in the precinct have not been supported. The draft LEP includes a clause which requires these matters to be addressed in the preparation of a precinct wide DCP. [Note: subsequent Clause 6.17 only required the Development Control Plan to relate to the rezoned areas of Precinct 47]

The provision of local infrastructure to support the planning proposal will need to be delivered through voluntary planning agreements (VPAs) or in accordance with a

Section 94 [Section 7.11] plan for the precinct which Council is yet to prepare. The proponent states that they offered to commence discussions on [the] VPA with Council when the planning proposal was submitted, but Council did not take this offer up. Council advises it has tried and failed to commence VPA negotiations during the public exhibition. There is an opportunity for future negotiations to occur during the DA process.....

...The draft DCP addresses development issues for the precinct that are not covered in the current Marrickville Development Control Plan 2011. The draft DCP provides detailed requirements for access and movement, public open space, stormwater management, built form, design, aircraft noise control, community facilities and heritage, but will need to be updated having regard to the matters required by the draft LEP.....The Department has [also] modified clause 6.17 of the draft LEP to ensure the DCP addresses drainage and flooding, the provision of open space and the impact of [the] development on public open space.....

....Since Council was consulted on the draft LEP, the Department has included an SP2 zone at Sydenham Road and Victoria Road intersection to provide land for the intersection. Zonings for local infrastructure have not been included. The dedication of land in the precinct could have been managed by establishing a VPA with the proponent. The Department notes that the Council did not enter negotiations with the proponent during the preparation and exhibition of the planning proposal despite the proponent's offer to do so..."

This information has been included to provide context for the resultant commissioning of infrastructure investigative studies for the purposes of this plan by the Inner West Council. A detailed investigation into why a *Planning Agreement* was not progressed between Inner West Council and the planning proposal proponent, by the time the abovementioned *Plan Finalisation Report* was prepared, has not been undertaken, for the purposes of this plan. Although it is noted that resolving all of the infrastructure related land dedication needs for the planned rezoned areas of the precinct, would not have been achievable under a single planning agreement. Notwithstanding the existence of a single major landholder within Precinct 47 (the planning proposal proponent), not all of the land that was subsequently rezoned is in single land ownership, therefore, multiple (voluntary) planning agreements would be required to achieve this important local infrastructure objective. Furthermore, the Inner West Council's officer views at that time, as contained within a report presented to Inner West Council at its meeting of 21 November 2017, was one of opposition to the draft plan amendment on the basis that "*it essentially leaves the assessment of the appropriateness of the subject planning proposal to a later stage, including the determination of many fundamental and substantive matters*". This viewpoint would have reduced the likelihood of Inner West Council in engaging with the proponent, in a planning agreement process, prior to the making of the draft plan amendment by the NSW Government.

Generally, the Planning & Environment Department's traffic and transport infrastructure provision approach with the Victoria Road Precinct rezoning is consistent with the infrastructure approach identified within the proponent's previously mentioned, July 2016 *Planning Proposal Report* prepared by JBA Urban Planning Consultants Pty Ltd, with some exceptions. Contrary to the Planning & Environment Department's viewpoint that further traffic and transport infrastructure analysis is not required, JBA implied on page 75 of their *Planning Proposal Report* that further refinement (as likely informed by further analysis) of the traffic and transport infrastructure provision for the precinct, would be required over time:

"...the Planning Proposal and Master Plan represent a 15-20 year vision for Precinct 47, and development of the precinct would occur incrementally over a sustained period of time in line with infrastructure improvements....Hyder note that without changes to the configuration of existing intersections, it is likely that additional peak hour traffic movements associated with the precinct would cause a deterioration of conditions in local intersections. To facilitate the proposed vision for Precinct 47, the intersection of Sydenham Road and Victoria Road would require improvements to add dedicated right-hand turn lanes to three of the existing approaches, which would be funded through local development contributions resulting from the renewal of the precinct....It is likely that the need for this upgrade would not be required until several stages of the renewal have been delivered. It is envisaged that further traffic management improvements (improved signal coordination, new road connections and intersections etc.) throughout the precinct would further improve traffic conditions without the need for any major intersection upgrades.

It is envisaged that if Chapel Street and Rich Street are the major network access points for future development within the precinct then these intersections would require future signalisation to allow safe and efficient access to and from the road network for future businesses and residents..." (Page 75).

It is also interesting to note at this point that the previously mentioned infrastructure provision clauses within Amendment No.14 to Marrickville Local Environmental Plan 2011 (clauses 6.17 and 6.18) are typically utilised by the Department of Environment and Planning for Urban Release areas, as indicated on that department's website. In such situations, it is considered that the provision of local and State infrastructure is more straightforward and more readily quantifiable given that most of the required infrastructure doesn't already exist in the planned redevelopment area. In the area covered by this plan existing infrastructure will be utilised by the new development and a detailed assessment of the additional needs of the expected new development is required in conjunction with a thorough understanding of how the new required local and state infrastructure is to be funded and delivered. Given that the rezoned land comprises more than one owner it is considered that the only practical means for delivering those additional local and State infrastructure needs is via a Section 7.11 Contributions Plan (such as this current plan) in conjunction with planning agreements between developers within the precinct, and both the State and Inner

West Council. At the time of writing this plan planning agreement negotiations are currently occurring between the NSW Department of Planning and Environment (on behalf of RMS and TfNSW) and the planning proposal proponent – Danias Holdings, involving, in part, discussions on the funding; staging; and delivery of State related infrastructure within the precinct. i.e. including, but not limited to:

- *Provision of a left-turn slip lane from Sydenham Road (west) to Victoria Road (north); and*
- *Provision of a 90m right-turn bay along Victoria Road (north).*

Although not envisaged by the NSW Department of Planning and Environment, the proponent has commissioned additional traffic modelling since the making of Amendment No.14, to address the previously stated concerns of the RMS, specifically relating to the required upgrade of the intersection of Victoria Road and Sydenham Road along with the broader aim of satisfying the requirements of clause 6.18 of Amendment No.14. This additional assessment has directly informed ongoing discussions on the abovementioned planning agreement for the Victoria Road Precinct between the proponent; RMS; and the NSW Department of Planning.

An important incentive for the resolution of the contents of that planning agreement, for the proponent, is the removal of any State Department objections to their first development proposal for the up-zoned precinct (located on property Nos.1-9 Rich Street, Marrickville). The lodgement of that first development proposal, following the gazettal of Amendment No.14, has also had implications on the timing of the finalisation of the Development Control Plan for the precinct, by Inner West Council, as will be mentioned below.

On 13 November 2017 the proponent lodged with Inner West Council a development proposal for a site in the northern portion of the precinct (Chapel Street Sub – Precinct) Nos. 1-9 Rich Street, to create (as provided within the description of the development proposal lodged with the development application):

*"[The] construction of 3 new buildings in 2 stages incorporating ground level tenancies and upper level offices and car parking being the 3 storey North Hub building, 4 storey South Hub building and 5 part 6 storey Marker Building; use of the new buildings for a range of creative light industries, office premises and food and drink premises...."*⁸

Clause 6.17 of Amendment No.14 to Marrickville Development Control Plan 2013, prohibits the approval of any new development applications for land within the up – zoned areas of the Victoria Road. Accordingly, a prompt approval of the draft Development Control Plan for the precinct was sought by the proponent, to facilitate an assessment and determination of their first redevelopment application for the precinct. This culminated in the subsequent adoption of the exhibited Victoria Road Precinct Development Control Plan, by the Inner West Council, in late August 2018.

Although the adopted development control plan for the precinct does give direction on the overall permitted form of the new development within Precinct 4, it does not give precise details of the full range; location; and type of new infrastructure that is now required to support the new permitted development; or their full costs; or the methods of how this infrastructure is to be delivered sustainably. Hence the need for this current sub-plan.

8 Inner West Development Application No. DA 2017 00558 for 1-9 Rich Street, Marrickville – Description of the Development Proposal submitted with this Development Application.

2.5 Methodology for the Identification, Costing and Delivery of the Required infrastructure for Precinct 47

As can be deduced from the above background to this sub-plan, a considerable body of research work relating to the planned increased development within Precinct 47 has been undertaken by consultants on behalf of the planning proposal proponent. Part of this work underpinned their completion of the draft development control plan for the Victoria Road Precinct, which was subsequently adopted by Inner West Council. The research needs of this plan extend beyond the information previously obtained through the proponent's own research work and the current development control information contained within Amendment No.14 and the adopted Victoria Road Precinct Development Control Plan. For the purposes of this plan, precise details of all of the infrastructure required to support the new scale; form; location and type of land uses that are now permitted within Precinct 47, are required to be identified and fully costed. The completion of this work was necessary for the precinct to be redeveloped in an orderly and sustainable manner.

To this end, upon commencing this contributions plan project, key service providers within Inner West Council were consulted about the new infrastructure needs of the precinct, and for some areas, additional research studies were commissioned, to fully understand those additional infrastructure requirements of the precinct.

Open Space:

In July 2018, a meeting was held with relevant staff from the *trees; parks and sports fields* group of Council concerning meeting the needs of the expected increased employee and residential population within the Victoria Road Precinct. The conclusions of the staff relating to this matter are as follows:

- *The opportunity to purchase substantial additional open space areas within the precinct was lost when a major part of the precinct was up-zoned in December 2017. Accordingly, it is considered that in the circumstances, it is best that the incoming employment and residential population to the precinct, contribute to the existing open space and recreation requirements contained within the Marrickville Section94/94A (now Section 7.11 and Section 7.12 respectively) Contributions Plan 2014;*

- *No responsibility should be taken over by the Inner West Council of the relatively small publicly accessible open space areas which are to be provided within the Victoria Road Precinct Development Control Plan, as they would require a level of maintenance which would far exceed their practical usefulness to the community within the precinct. Accordingly, these open space areas should remain in private ownership; and*
- *Given that these spaces would predominantly benefit the employees and residents that they are physically associated with, these developments should not receive a credit under this contributions plan for those privately owned, but publicly accessible, open space areas.*

Community Facilities:

Information obtained from Council's Social and Cultural Planning Staff during the preparation of this sub-plan, indicates that the current built form of P47, meets some of the important social and cultural needs of residents and employees of the Inner West. For example, P47 houses three (3) of the Local Government Area's (LGA) most significant live music venues: the *Red Rattler*, *Marrickville Bowling Club*, and the *Factory Theatre*.

Furthermore, the relatively lower cost, factory and warehouse spaces that presently exist within the precinct, have for a number of years, provided suitable large, versatile spaces for creative industries within the Inner West, particularly, for potentially large scale work, such as sculpture. Although this sub-plan does not specifically address these matters, it is important to note that it also does not preclude the potential delivery of some large creative industry spaces as part of the redevelopment sites, via a future voluntary *Planning Agreement* between the developers and Inner West Council.

Traffic and Transport Related Facilities:

To ensure that the portion of Precinct 47, that has been up-zoned under Amendment No.14, is consequently developed in a safe; equitable; and sustainable manner; it is important that this sub-plan documents and costs all of the additional traffic and transport needs of the expected incoming employee and resident population, and shares these costs fairly, under the users pays principle that underpins this sub-plan.

As previously acknowledged, the proponent's traffic and transport consultants have undertaken a range of traffic and transport investigations within the precinct both before and after the Amendment No.14 rezoning occurred. It is important to acknowledge that all of their background data work and studies have been generously shared with Inner West Council staff, by the planning proposal proponent and their consultants. The aim of this plan has to been to build on that prior knowledge to meet the specific needs of this plan.

In this regard, it is important to note that the proponent's traffic and transport work post the finalisation of the Amendment No.14 rezoning, has been focussed on satisfying the requirements of the RMS and TfNSW, who have a more regional/state-wide focus than this current sub-plan.

This has been acknowledged by the proponent's traffic and transport consultant during the sharing of data with Inner West Council's traffic and transport consultant (more details of this is given below), who stated the following, by email dated Friday 12 October 2018:

"..Please find attached the traffic reports & Sidra model for the Rich Street Marrickville precinct. Please note that our model is basically an update of the Arcadis model which RMS has reviewed previously. The key focus of our model is [to] address the issues raised by the RMS (on Arcadis model) by maintaining a reasonable capacity to the key signalised intersections in this precinct. Our Sidra model is now approved by the RMS.

Our model has not necessarily focused on local context. Hence Cardno [The Inner West Council appointed traffic and transport consultant for this project] may need to prepare their own model to address Council's objectives/issues...."

In recognition of this situation and that none of the previous research work had directly resulted in the creation of a costed schedule of all of the required traffic and transport facilities within the precinct, potential traffic and transport consultants were approached by Inner West Council to undertake additional research on the precinct, with a view to providing for this plan:

- A. A definitive list of transport and traffic infrastructure improvements that are required to support the expected new development within the Victoria Road Precinct i.e. all traffic light installations; roundabouts; the precise width and nature of the required road and footpath widenings; pedestrian and bicycle path upgrades/installations etc.;*
- B. Indicative, costed designs for all of the required traffic and transport works to form part of a schedule within the Section 7.11 Developer Contributions Plan for the precinct; and*
- C. An assessment of how much of these proposed works can be apportioned to the proposed redeveloped sites within the Precinct.*

Cardno (NSW/ACT) Pty Ltd were subsequently awarded this work by Inner West Council on the basis that their approach utilised as much as possible of the proponent's consultant's previously collected traffic and transport data, whilst supplementing this body of work with some additional data collection and independent traffic modelling. They also offered the Inner West Council the greatest surety of accurate infrastructure pricing by engaging a Quantity Surveyor to cost the required, key identified traffic and transport infrastructure items for the precinct, as part of their work.

The overall methodology of Cardno (*Traffic and Transport section*) referred to as Cardno (T&T) in the remainder of this plan, is summarised below:

(See diagram next page)

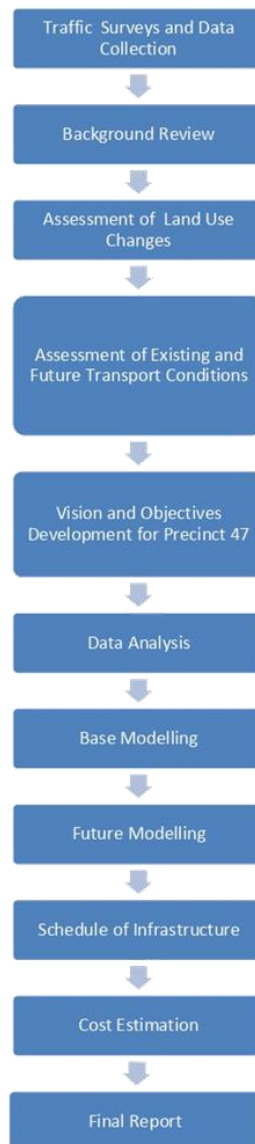


Figure 9 – A summary of the methodology of Cardno (T&T) in the completion of their "Precinct 47 Victoria Road Precinct - Traffic and Transport Infrastructure Needs Analysis - on behalf of Inner West Council – Dated 9 November 2018."

Further information on the work undertaken in some of these stages is briefly provided below:

Traffic Surveys and Data Collection:

As previously mentioned Cardno (T&T) sought to use as much as possible of the previous traffic data collected by the proponent's consultants which had been shared with Cardno (T&T). In this regard, PTC (the latest traffic and transport consultancy utilised by the proponent), provided survey data for eight (8) locations within the Victoria Road Precinct across two days in 2017. For the purposes of their work for this plan, Cardno (T&T) undertook additional partial surveys at four intersection sites of the precinct (not previously surveyed) and undertook a resurvey of one site previously surveyed for calibration purposes. The additional sites surveyed included the following intersections:

- Chapel Street and Fitzroy Street;
- Farr Street and Sydenham Road;
- Fitzroy Street and Sydenham Road; and
- Illawarra Road and Addison Road.

Furthermore, other data collected, included, but was not limited to: Journey to work data; Household travel survey data; additional SCATS (Sydney Co-ordinated Adaptive Traffic System) traffic volume data information; IDM (Intersection Diagnostic Monitor) information; and TCS (Traffic Control Signal) plans for six (6) key sites within the precinct obtained from the RMS.

Background Review:

This stage included a site visit and background document review with a view to observing and documenting traffic and transport behaviour; key walking and cycling routes; key land uses in the precinct and significant place destinations; critical travel routes and intersections; gaps in the transport network; and way finding.

A comprehensive review of all State; regional; and locally focused literature (and plans) affecting the precinct was also undertaken by Cardno (T&T), including, but not limited to the Marrickville Bicycle Strategy 2007; Henson (Area 9) Local Area Traffic Management Report 2016; Marrickville East (Area 10) Local Area Traffic Management Report 2016; Sydenham Station Precinct Masterplan; Marrickville Metro Shopping Upgrade; Black Spot funding plans for the intersection of Chapel Street and Victoria Road, etc.

Assessment of Land Use Changes:

Utilising research and design work previously undertaken by the proponent's traffic and transport; architectural; and planning consultants; relevant Inner West Council documents including the development controls for the precinct under Amendment No.14 and the adopted Victoria Road Precinct Development Control Plan, Inner West Council strategic planning staff prepared a breakdown of expected location; scale; form; composition; and uses within the up-zoned areas of Precinct 47 which was supplied to Cardno (T&T). This information was consistent with information

previously prepared by the proponent's consultants and forwarded to the NSW Department of Environment & Planning to support the rezoning of the precinct.

Vision and Objectives Development:

To guide their traffic modelling work, Cardno (T&T) prepared a transport vision and traffic and transport objectives for Precinct 47 utilising, in part, the transport objectives for the precinct which had already been broadly developed within existing Inner West Planning documents i.e. Community Strategic Plan – Our Inner West 2036; Inner West Council Delivery Program 2018 – 2022; and the Victoria Road Precinct (Precinct 47) Development Control Plan amendments to Marrickville Development Control Plan 2011. Full details of the resultant transport vision and objectives for the precinct are provided at Appendix B. For the purposes of this summary, details of the adopted transport vision are provided below.

“Adopted transport vision:

A highly accessible precinct that supports and encourages movement and access through a proportionally high use of sustainable transport modes while providing for the need of a good level of service for vehicle movement and access.”

In terms of Level of Service (LoS) within the vehicular network of Precinct 47 it was the firm view of relevant Council staff consulted during the preparation of this study that the current level of service should be maintained (not worsened) arising from the increased development within the precinct.

Stormwater and Flood Mitigation Related Facilities:

As part of its ongoing flood risk management responsibilities pursuant to the NSW Floodplain Management Manual requirements, Inner West Council engaged Cardno (Water Infrastructure Section) referred to as Cardno (WI) in the remainder of this plan - to undertake the *Marrickville Valley Flood Risk Management Study and Plan (Marrickville Valley FRM Study and Plan)* in 2015. The Draft Marrickville Valley FRM Study and Plan was endorsed by the flood management advisory committee in December 2017 and subsequently presented to Inner West Council for its endorsement in April 2018, at which time it was adopted by Council.

This independent study, in essence, is considered to be an update/extension of the Marrickville Valley FRM Study as it relates to the Victoria Road Precinct, in response to the increased level of business and residential development now permitted within the precinct under *Marrickville Local Environmental Plan Amendment No.14*. Likely due to the uncertainty around whether the rezoning of the Victoria Road Precinct was to be supported by Inner West Council or not, when the main work on the *Marrickville Valley FRM Study and Plan* was being undertaken, that study did not address the now permitted increased development activity within the precinct. Hence the need for this present water infrastructure study, for the purposes of this sub-plan.

Whilst it is appreciated that the proponent's water management consultants, both for the original planning proposal for the precinct and more recently, to support the assessment of the development proposal for Nos. 1-9 Rich Street, Marrickville, have undertaken considerable research work on this topic, those studies were prepared for specific purposes relating to the acceptability/suitability of the planning and development proposals, from a stormwater and flood management perspective. For example, for the purposes of the original planning proposal for the precinct, the proponent engaged WMA water Consultants to undertake "...an [assessment]...of flooding impacts on individual sub-catchments within the precinct based on the suitability of each sub-catchment for residential development [as shown in Figure 10]." ⁹

In making this assessment WMA water acknowledged that "Precinct 47 is flood affected by overland and mainstream flows related to the Marrickville valley catchment, but is also partially affected by the Cooks River in the PMF event [Probable Maximum Flood]." ¹⁰

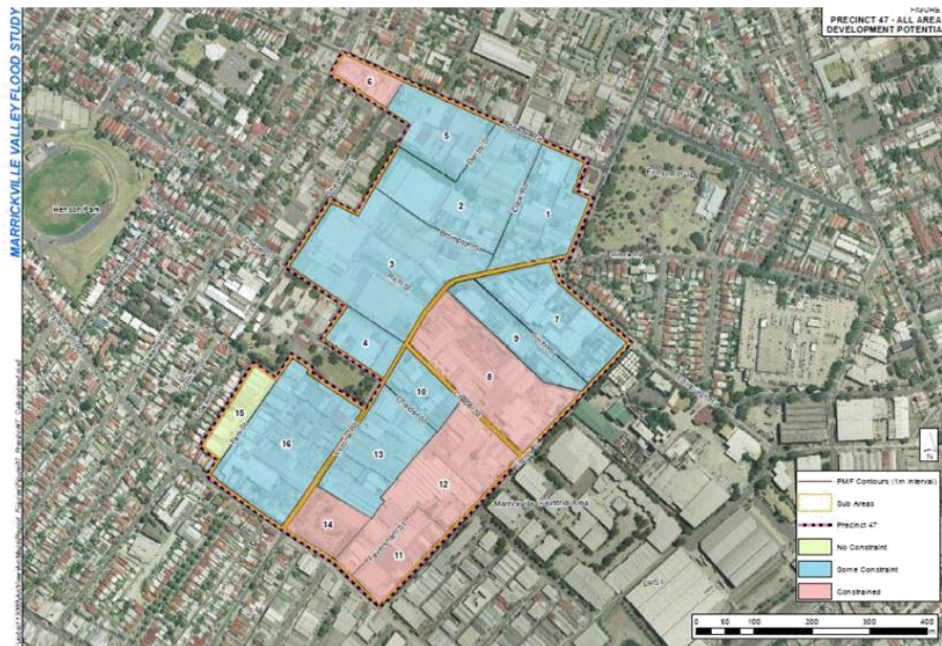


Figure 10 – Flooding constraints on Precinct 47 Development Potential. Final page of Webb, McKeown & Associates Pty Ltd (trading as WMA water) Precinct 47 – Flood Liability Report dated 13 September 2013. Note: this diagram is also reproduced on page 92 of the JBA Victoria Road Precinct, Marrickville, Planning Report, July 2016.

By comparison, the Cardno (WI) Final Floodplain Risk Management Study - Marrickville Valley Floodplain Risk Management Study and Plan prepared for Inner West Council 6 September 2017, was completed "...to define the existing flooding

behaviour and associated hazards within the Marrickville Valley Catchment, and to investigate possible mitigation options to reduce flood damages and risks. The tasks were undertaken together with stakeholder and community consultation to ensure that their concerns were addressed. The overall objective of this study is to develop a FRMP [Floodplain Risk Management Plan] that addresses the existing, future and continuing flood problems, taking into account the potential impacts of climate change, in accordance with the NSW Government's Flood Policy, as detailed in the Manual (NSW Government,2005)..... (Pages iii and iv)

.....The NSW Government Flood Prone Land Policy is directed towards providing solutions to existing flood problems in developed areas and ensuring that new development is compatible with the flood hazard and does not create additional flooding problems in other areas. Under the policy, the management of flood prone land is the responsibility of Local Government...(Page iii)

....The overall recommendations of this study find that it is impractical to eliminate all flood risks from the study area. Instead, the aim of the recommendations of this FRMS [Flood Risk Management Study] is to ensure that existing and future development is exposed to a reduced level of risk..." (Page vi)

Given their experience with the completion of the most recent Marrickville Valley Floodplain Risk Management Study and Plan (MVFRMS & MVFRMP) Cardno (WI) were engaged by the Inner West Council, for the purposes of this plan, to assess the need for infrastructure, related to stormwater and flooding, that is required to support the new permitted development within Precinct 47. The study also aimed to give consideration to potential funding mechanisms for any required water related infrastructure within the precinct.

The stages of this study are briefly summarised within the following table:

(See diagram next page)

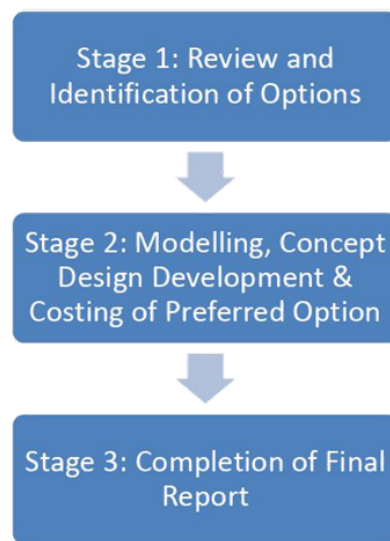


Figure 11 – A summary of the methodology of Cardno (WI) in the completion of their “Flooding and Stormwater Advice – Victoria Road Precinct Developer Contributions Plan – dated 27 November 2018” on behalf of Inner West Council.

A breakdown of the content of each of these stages is provided below:

Stage 1 – Review and Identification of Options:

- Involves a review of the Marrickville Valley FRMSP and a review of the relevant ‘On Lot’ Development Controls within the Marrickville Development Control Plan 2011;
- Identification of preliminary infrastructure options for the precinct after giving consideration of the details of expected new development within the precinct (supplied by Inner West Council); and
- Consideration to be given to whether the inclusion of *On Site Detention* (OSD) will be of benefit in the Victoria Road Precinct, with the results of this assessment to be provided within Stage 3 – Final Report.

Stage 2 – Modelling, Concept Design & Costing of Preferred Option(s):

- Four (4) preliminary options were identified and discussed with Inner West Council;
- One of these options was discarded given its potential impact on other public facilities - i.e. public open space;
- Following a series of modelling exercises, a preferred option was identified which was subsequently brought to a concept design;
- This concept design was then costed.

Stage 3 – Completion of Final Report:

- Although not originally foreseen, additional potential water related infrastructure options were prepared to avoid potential land acquisition costs; to achieve better flood mitigation results; and to address the verbal concerns of Sydney Water in relation to adding more pressure to their assets within the locality. These additional options were also modelled and the final chosen design for the infrastructure work was fully costed.
- A final report was prepared which includes a justification for this work (the explanation of the *nexus* between the work and the demands generated by the incoming development within the up-zoned areas of P47 which is provided within the next section of this sub-plan).

9 Planning Proposal Planning Report - Victoria Road Precinct, Marrickville. Planning proposal for land uses and development standards – submitted to Marrickville Council on behalf of Danias Holdings. Prepared by JBA Urban Planning Consultants Pty Ltd and dated July 2016. Report No.1350. Page 91.

10 Precinct 47 – Flood Liability Report by Webb, McKeown & Associates Pty Ltd (trading as WMA water) dated 13 September 2013. Page 1.

2.6 Infrastructure Needs Studies Results (Nexus and Apportionment)

2.6.1 Necessary Infrastructure works within P47:

As can be seen in the schedule section of this sub-plan (Section 1.4) approximately \$15M of water infrastructure works are deemed necessary by the water infrastructure consultant to manipulate the flooding and stormwater environment within P47 so that it is suitable for the permitted increased intensification of development.

Furthermore, approximately \$0.6M of public traffic and transport infrastructure works are required to be implemented to ensure that the increased permitted development within P47 can be absorbed into the locality without the existing level of service within the road network of P47 being worsened.

Other potential traffic and transport works for the precinct, which were identified by Cardno (T&T) in their traffic and transport needs study for the precinct, have not been included within this sub-plan, on the basis that they are best dealt with by individual or amalgamated developments as they are to be located on private land and they predominantly relate to both vehicular and pedestrian access issues within the precinct. This decision was also made on the basis that a significant proportion of these additional works are aimed to satisfy the requirements of the Roads and Maritime Services, who “will not permit direct vehicular access to/from development via Sydenham Road and Victoria Road. Access to the road network should be provided via rear lanes

or local roads.”¹¹ These additional works are identified within the accompanying Development Control Plan for the precinct.

One additional cost has also been added to the traffic and transport works schedule of this sub-plan which was not identified by the Traffic and Transport Consultant, such as an inclusive access study (principles and practical design advice for the private and public domain) within the precinct. This item was included on the grounds that a significant proportion of this new resident and employment population within the precinct will likely include persons with mobility restrictions.

Furthermore, not all of the proposed traffic and transport works will be fully paid for by developers, in the up-zoned areas of P47. Some of the items have a wider benefit, beyond P47, so the developers only have to pay for their share of these identified items. E.g. the proposed signalisation of the Fitzroy and Sydenham Road intersection. This and other apportioned works will result in the Inner West Council being committed to an approximate additional expenditure of \$655,150 for additional traffic and transport related works in the precinct over the next ten – fifteen years. The provisions of this sub-plan would not preclude these funds being sourced from other sources e.g. grant funds etc. in the future. Further comments on *apportionment* are provided in the next section of this sub-plan.

It is important to acknowledge that the total amount of traffic and transport works to be paid for by the developers of the up-zoned areas of the precinct, would have been higher, however, Inner West Council was recently successfully awarded “*Black Spot Funding*” for the imminent installation of new traffic lights at the intersection of Chapel Street and Victoria Road by RMS. This will be implemented without the use of any developer contribution funding. Furthermore, these works are separate from the Victoria Road/ Sydenham Road Intersection Upgrade works currently being negotiated (as part of a voluntary Planning Agreement) between the proponent; Transport for NSW (TfNSW); Roads and Maritime Services (RMS) and the Department of Planning and Environment (DPE).

11 New South Wales Roads and Maritime Services Department – Correspondence from Greg Flynn (Senior Manager Strategic Land Use – Sydney Planning, Sydney Division to The General Manager – Inner West Council Re: Public Exhibition Amendments to the Marrickville Development Control Plan (MDCP) DCP for Victoria Road Precinct, Marrickville - dated 13 July 2018 – Page 4.

2.6.2 Credits:

Although the parent contributions plan does not contain a specific section on contribution credits, the schedules within the plan imply that a credit system applies to the plan. E.g. the updated schedules for the parent contributions plan state that credits for residential development are capped at \$20,000. In practice, credits are given for the existing floor area of non-residential land

uses on redevelopment sites covered under the parent contributions plan. This system is not proposed to be altered under this sub – plan.

However, in determining realistic contribution amounts for the required traffic and transport and water infrastructure facilities within P47, it was important to determine the likely credits to be achieved within the contributing area, on a per resident/ employee basis, so this could be subtracted from the expected contributing population.

To determine the likely residential and non-residential credits across the up-zoned areas of P47, use was made of the Precinct 47 Land Use Survey completed by Danias Holdings Pty Ltd in May 2014. (This survey was included as Appendix M of the JBA Victoria Road Precinct, Marrickville, Planning Report, July 2016).

The survey identified, amongst other things, all of the existing dwellings within the up-zoned area of the precinct so that the likely credits from these dwellings could be factored into the contribution calculations using the relevant occupancy rates within parent plan. For non –residential uses the previous applicable floor space ratio was utilised to determine the maximum credit that would be available to redevelopment sites within the precinct. This was obtained using the previously mentioned expected development study to obtain the relevant site areas and then to determine the likely maximum existing floor area permitted under the former floor space controls. This information was then converted to a per employee figure by applying the relevant occupancy rate within the parent contributions plan. These residential and employee totals were then subtracted from the previously mentioned expected development totals to achieve a *net contributing population* (residential and non-residential) with which to share in the cost of the required traffic and transport and water infrastructure facilities within the precinct. (See section 3.4 Calculation of Contributions for this sub – plan for further information).

2.6.3 Apportionment:

As mentioned previously, the “contributing area” for these new contributions corresponds to the area “K” within the LEP amendment for the Victoria Road Precinct – the up-zoned area – See figure 8 on page 24.

The “contributing area” of Precinct 47 is only to pay towards the traffic and transport upgrades within Precinct 47 – not for any traffic facilities beyond the precinct to avoid potentially double-dipping. The “contributing area” would continue to meet its existing Marrickville Developer Contributions Plan 2014 commitments for Recreation Facilities, Community Facilities, and Plan Administration Fund, after monies are first captured for the *critical*

infrastructure items for the precinct – Traffic and Transport and Water Infrastructure.

All redevelopment sites within the contributing area will contribute to the monetary cost of the new traffic and transport works (occurring on government land) on the basis by which they are expected to utilise the existing traffic network (expected traffic generation) – see section 3.4 for further discussion on this matter. It is expected that the land uses that generate the most traffic (or in other words use the traffic and transport network the most) will pay for the greatest share of the traffic and transport upgrades. These works have been costed by the Traffic and Transport Consultant – Cardno T & T & T in conjunction with a Quantity Surveyor Sub – consultant.

The cost of the necessary water infrastructure work (around \$15M) is to be shared equally on a per person basis (equal new employee/equal new resident basis) using the predicted number of total new employees and residents (derived from the proponents previous masterplanning studies; using considered assumptions from Cardno (T&T); and using occupancy rates within the existing Marrickville Developer Contributions Plan 2014). The per person rate was then derived by dividing the approximate 15M by the expected total number of new persons within the up-zoned areas of the precinct (over 8,000 new persons are expected within the up-zoned areas of the precinct).

In calculating the contribution rates for the traffic and transport and water infrastructure facilities, as previously detailed, a reduction in the effective number of expected new residents and employees that would be contributing to these works, was factored in, to take account of the likely credits that could be achieved by new developments within the area.

Those parts of Precinct 47 that are redeveloped in the future, that were not up-zoned with the LEP Amendment for the precinct, would continue to pay the “Marrickville LGA other than the planning precinct areas” contribution rates within the Marrickville Developer Contributions Plan 2014.

2.6.4 Nexus:

The justification/nexus provided by the Water Infrastructure Consultant is as follows:

“As can be seen in the Marrickville Valley Floodplain Risk Management Study and Plan (Cardno, 2018), the Victoria Road Precinct experiences flooding even during relatively small, frequent storm events under existing conditions. To accommodate intensification of development within the

Precinct, stormwater upgrades are required to provide a level of service which more closely reflects the requirements of the Marrickville Development Control Plan 2011 (MDCP 2011). The proposed stormwater upgrades reduce flood levels and hazard as low as is reasonably practical in order to minimise constraints to development and improve emergency management. While additional measures or increased capacity would ideally be implemented within the Precinct to reduce flooding further, as is the case for many urban renewal projects, there are significant constraints such as existing underground utilities which make it impractical to do so."

In relation to how the proposed water infrastructure contributions for the precinct relate to any stormwater levies currently charged by the Inner West Council the Water Infrastructure Consultant provided this response:

"Charging developers [for this work] is not double dipping. They are proposing to build in a flood affected location which requires planning constraints. To facilitate development, the flood risk must be reduced through flood modification works. Rates are not sufficient to cover the required works and may not be prioritised or undertaken if no development was going to happen. Further, works will need to integrate with their development plans. Essentially, Council could reject/not support the development on flood risk grounds if no mitigation works were undertaken."

The justification/nexus for the proposed traffic and transport contribution for the precinct, provided by the Traffic and Transport Infrastructure consultant, is as follows:

"[Without the required traffic and transport road upgrades] "The road network comes under considerable demand pressures, Addison Road and Illawarra Road fails in the PM peak period, Sydenham Road and Victoria Road fails in both AM and PM peak periods, as does Victoria Road and Chapel Street. These intersections need upgrades to improve the forecast level of service relative to its existing operation."

"There are three intersections [mentioned above] which fail as a result of the development uplift and need to be subject to upgrades to meet one of the project objectives, which is that "as a minimum, the current level of service should be maintained within the Precinct with the increased development, now permitted under the rezoning. The Precinct should be no worse off, from a traffic and transport viewpoint, with the increased development"

"The modelling suggests that the intersection of Sydenham Road and Fitzroy Street is already, and will continue to be under capacity constraints. Whilst this intersection has not been modelled in terms of an upgrade, it has been strategically costed as an infrastructure line item as outlined in

Section 7.2. There are various levels of intersection function improvement at Addison Road/Illawarra Road, Sydenham Road/Victoria Road and Victoria Road/Chapel Street which result from the infrastructure upgrades described in Table 5-12."

"The rectifications outlined above are forecast to improve the level of service of the intersections to broadly in line with existing conditions, meaning that with the uplift and the intersection improvements, it is expected there should be negligible net change in the function of the road network."

2.7 Definitions/ terms used within this Sub - plan

"Act" means the *Environmental Planning and Assessment Act 1979*

"Apportionment" is a process which seeks to define the demands of all those who may benefit from the provision of a public facility to ensure the contributing population only pays for its share of the total demand.

"Contributing area" means the area described in figure 8 of this sub-plan which shows all of the land owners within the up-zoned areas of the Victoria Road Precinct (Precinct 47) that are required to contribute to the critical infrastructure works for Precinct 47. The "contributing area" corresponds to the area "K" identified within the Marrickville Local Environmental Plan 2011 (Amendment 14) for the precinct.

"Contribution" means the same as **"development contribution"**;

"Contributions plan" means a contributions plan referred to in the Act.

"Council" means the Inner West Council.

"Critical infrastructure" for the purposes of this sub-plan includes: *flooding and stormwater management infrastructure*; and *traffic and transport infrastructure* (located on government owned land) as identified by the infrastructure needs studies which underpin this sub-plan.

"DCP" means a Development Control Plan adopted by Council under the Act.

"Development consent" means consent under Part 4 of the Act to carry out development and includes, unless expressly excluded, a complying development certificate.

"Development contribution" means the making of a monetary contribution, and /or the dedication of land, or the providing of a material public benefit (including a work-in-kind), or any combination of these as referred to in the Act for the provision of community infrastructure;

“**LEP**” means a Local Environmental Plan made by the Minister under the Act.

“**LGA**” means the Local Government Area.

“**Material public benefit**” means a facility or work which is offered by a developer as a finished entity either in return for a reduction in the amount of monetary contributions required for the same category of contribution or as an additional or partial additional benefit under a planning agreement.

“**Minister**” means the Minister administering the *Environmental Planning and Assessment Act 1979*.

“**Nexus**” refers to the relationship between the expected types of new development in an area and the demand for additional public facilities generated by that new development. The power to levy a contribution (pursuant section 7.11 of the “Act”) relies on there being a clear nexus between the development being levied and the need for the public amenity or service for which the levy is required.

“**Parent Contributions Plan**” means the existing Marrickville [Developer] Section94/94A Contributions Plan 2014.

“**Planning agreement**” means a planning agreement referred to in the Act.

“**Public and Financial Accountability**” These are considered crucial components of the making and administration of contribution plans. Contribution plans are required to:

- Follow the precise legislative requirements regarding the preparation of the plan;
- Be transparent as to the manner in which the strategies and contribution rates were derived; and
- Be open to public scrutiny in the collection, accounting and expenditure of contributions.

“**Public Benefit**” means a benefit enjoyed by the public as a consequence of a development contribution.

“**Reasonableness**” means the responsibility placed upon Council by the developer contributions system in NSW to determine what is reasonable and to use section 7.11 of the “Act” in a reasonable manner.

“**Regulation**” means the *Environmental Planning and Assessment Regulation 2000*.

“**Sub-plan**” means this amendment to the existing Marrickville [Developer] Section94/94A Contributions Plan 2014 which provides specific background and details of the contribution rates for the up-zoned areas of Precinct 47 – the Victoria Road Precinct.

“Staged development” means a development that is carried out in accordance with Division 2A of Part 4 of the EP&A Act. It also means a development that is carried out in accordance with Section 80(5) of the EP&A Act as it used to exist prior to its repeal on 30 September 2005.

“State Government Cap” Pursuant to reforms to the NSW Developer Contributions System, undertaken in 2008, infrastructure contributions payable to local councils have been capped at \$20,000 per residential lot. All contributions exceeding \$20,000 require approval from the Minister for Planning. The introduction of the threshold was effective as of 30 April 2009, as provided for in the Minister’s direction under s94E of the EP&A Act, dated 13 January 2009. Accordingly, for those residential uses that are subject to the “cap” under this sub-plan, irrespective of the total contribution amount listed in the contribution schedule of this sub-plan, the applicable contribution shall not exceed \$20,000.

“The proponent” means the original planning proposal proponent for the Victoria Road Precinct – Precinct 47 – Danias Holdings Pty. Ltd.

“Victoria Road Precinct Development Control Plan” means the Victoria Road Precinct (Precinct 47) Amendments to the Marrickville DCP 2011 and dated April 2018.

“Work-in-kind” means the carrying out of work by the applicant as nominated in the work schedule of the contributions plan in return for a reduction in the amount of monetary contributions (but not a reduction in the total quantum of contributions) required for the same category of contribution.

Section 3 – Administration and Accounting:

3.1 How to use this Sub-plan

This sub-plan provides the background to and the specific contribution rates for redevelopment sites within the up- zoned areas of the Victoria Road Precinct (P47).

Those parts of Precinct 47 that are redeveloped in the future, that were not up-zoned with the LEP Amendment for the precinct (Amendment No.14), are required to continue to pay the *“Marrickville LGA other than the planning precinct areas”* contribution rates within the parent contributions plan - Marrickville Developer Contributions Plan 2014.

This sub-plan also provides up to date provisions relating to the payment of contributions and a set of definitions/terms that are specific to this sub – plan.

3.2 Relationship with other Plans and Policies

All other aspects of the parent contributions plan apply to contributing developments within Precinct 47, including, most importantly, the provisions relating to the indexing of contribution rates, which are to be applied identically to the contribution rates detailed within this sub-plan, with one exception. Within the contributions schedule for this sub-plan, in the setting of contribution rates which exceed the “State Government Cap” money is to be collected first for the critical infrastructure items mentioned within the contributions schedule for this sub-plan.

3.3 Implementation of this Sub- plan

The collection and expenditure of contribution funds will be closely monitored during the life of this sub-plan to ensure the orderly delivery of the schedule of infrastructure works included within this sub-plan.

3.4 Calculation of Contributions for this Sub-plan

Traffic and Transport Contribution Calculations:

Principles:

- All up - zoned areas should share in the costs of the traffic and transport upgrades located on government land within Precinct 47 which are required to support the new scale of development now permitted on their lands (known as the contributing area – (See Figure 8 of this sub-plan).
- The traffic and transport upgrades included within this plan are not going to improve the general functioning of the traffic and transport network within the precinct, they will just ensure that the upgrades keep pace with the increases in employees and residents now permitted within the precinct so that the functioning of the traffic network does not get any worse than how it presently functions.
- In order to determine the realistic value of funds that can be obtained from the contributing employee and resident population for these traffic and transport works under this sub-plan, an assessment has been made of the likely credits to be achieved by the redevelopment sites within the up-zoned areas of P47 expressed as numbers of employees/residents and then this has been subtracted from the expected total expected contributing population for these works. (See also section 2.6.2 Credits – of this sub-plan).
- Hourly traffic generation totals (AM + PM) for the broad land use categories as determined by Cardno (T&T) have been utilised to determine how the costs for the traffic and transport upgrades are to be shared amongst the incoming employee and residents. Based upon this approach, it is expected that the

land uses that generate the most traffic (or in other words use the traffic and transport network the most) will pay for the greatest share of the traffic and transport upgrades. (See calculations below).

Figure 12 – Assessment of the impact of the major expected land uses on the Victoria Road Precinct Traffic and Transport Network to help determine the apportionment of Traffic and Transport upgrade costs between these uses.

Major identified traffic generating uses ¹	Future Hourly Traffic Generation Calculated Totals ² (AM + PM)	% of total future hourly traffic generation (rounded up or rounded down as appropriate) ³
Residential	374	11.26%
Commercial	2093	63%
Retail	473	14.24%
Hospitality	380	11.5%
Totals	3,320	100%

Notes for Figure 12:

1. Major traffic generating use categories as determined by Cardno (T&T) for the purposes of their recent traffic modelling of the Victoria Road Precinct.
2. Future hourly traffic generation movement totals for the identified major traffic generating uses as determined by Cardno (T&T) for the purposes of their recent traffic modelling of the Victoria Road Precinct combining the AM with the PM totals for each of these uses. See Table 5-4 Future traffic Generation on page 36 of Precinct 47 – Victoria Road Precinct Traffic and Transport Needs Analysis Cardno November 2018. The total figure at the bottom of the column is the sum of each of the hourly future traffic generation totals $374 + 2093 + 473 + 380 = 3,320$ future hourly traffic movements.
3. Percentage of the total of future hourly traffic movements. This was obtained by dividing the future hourly traffic generation totals for each of the identified land uses by the combined future hourly traffic generation total of all of the identified land uses (3,320) to get the percentage (%) share of total traffic upgrade costs for each major land use category. E.g. for residential = $374 \div 3,320 \times 100 = 11.26\%$.

Figure 13 – Apportionment of Traffic and Transport upgrade costs between the main expected uses within the up - zoned areas of Precinct 47, based upon traffic generation information from Figure 12.

Major identified traffic generating uses. ¹	% of total future hourly traffic generation within the precinct (rounded up or rounded down as appropriate) ²		Resultant % share of the total cost traffic and transport infrastructure upgrades required within the precinct. (rounded up or rounded down as appropriate) ³
Residential	11.26%		\$68,533.5
Commercial	63%		\$383,447
Retail*	14.24%	25.74%	\$156,665.5
Hospitality*	11.5%		
Totals	100%		\$608,646

Notes for Figure 13:

- 1 Major traffic generating use categories as determined by Cardno (T&T) for the purposes of their recent traffic modelling of the Victoria Road Precinct. *To ensure compatibility with the form of the current Marrickville Developer Contributions Plan "Marrickville Section 94/94A Contributions Plan 2014" of which this plan forms a part of, the traffic generation rates for the 'retail' and 'hospitality' land use categories have been combined to create a single total for these combined uses i.e. (Retail (14.24%) + Hospitality(11.5%) = 25.74%).
- 2 Future hourly traffic generation movement totals for the identified major traffic generating land uses as determined by Cardno (T&T) for the purposes of their recent traffic modelling of the Victoria Road Precinct. These were obtained by combining the AM with the PM hourly traffic generation totals for each of these uses. The total figure at the bottom of the column is the sum of each of the hourly future traffic generation totals $374 + 2093 + 473 + 380 = 3,320$ future hourly traffic movements within the precinct.
- 3 Percentage share of the total cost of the traffic and transport infrastructure upgrades required for the Victoria Road Precinct, for each of the land use categories, obtained by multiplying the relevant land use traffic generation percentage by the total cost of the works to be attributed to developers (\$608,646).

Residential Contribution Rate – Traffic and Transport Infrastructure Works.

To determine the individual traffic and transport contribution rates for residential developments within the precinct, the number of existing residents within the up-zoned areas of the precinct* (which will be given a credit under this sub-plan up to but not exceeding the existing residential cap of \$20,00 per dwelling) was subtracted from the expected number of residents in the up-zoned areas of the precinct (2004 persons) (previously mentioned in the *expected development section* elsewhere within this document) (i.e. 2004 persons – 120.12 persons = 1883.9 – Net population increase).

Note*: This was derived from information within the Precinct 47 Land Use Survey completed by Danias Holdings Pty Ltd in May 2014. (This survey was included as Appendix M of the JBA Victoria Road Precinct, Marrickville, Planning Report, July 2016).

The residential percentage share of the total costs of traffic and transport infrastructure works for the precinct ($\$608,646 \times 11.26\% = \$68,533.5$) was then divided by the net expected increased residential population to obtain the *per resident* contribution rate for these infrastructure works.

e.g. ($68,533.5 \div$ the net number of expected new residents = 2004 – 120.12 persons = 1,883.9 persons) yields a current, per resident, contribution rate for the traffic and transport works within the Victoria Road Precinct of **\$36.40** (Rounded up). This figure which will be subject to future indexing as per the indexing methods of the subject parent contributions plan - Marrickville Developer Contributions Plan 2014 – refer to pages 34-35 of the parent contributions plan).

Non – Residential - Retail and Commercial Contribution Rate Calculations – Traffic and Transport Infrastructure Works.

To determine the individual traffic and transport contribution rates for the retail and commercial developments within the up – zoned areas of the precinct the following methods were used to first determine *the total expected number of new employees for each of the expected new major uses in the up-zoned areas of the precinct:*

Figure 14 – A calculation of the expected number of new employees for the most likely additional uses within the up-zoned areas of the precinct:

Major expected non-residential land uses within the precinct	Expected additional Gross Floor Areas (GFA) for these uses based upon previous research by IWC; Cardno (T&T) and others. (sqm.= Square Metres) (*See table 4-2 page 26 of Cardno Precinct 47 T&T Needs Study).	Occupancy rate for new uses extracted from existing Marrickville developer Contributions Plan 2014	Expected number of new employees within the up-zoned areas of the precinct, obtained by ÷ the expected total new GFA by the expected occupancy rate from the existing Marrickville Developer Contributions Plan 2014.
Commercial	111,272 sqm.*	1 employee/20 sqm. of GFA	5,563.6 persons
Retail	21,820 sqm.*	1 employee/20 sqm. of GFA	1,091 persons
		Total additional employees (persons)	6,654.6 persons

Utilising these expected employee numbers for the expected new major uses within the precinct, the per person contributions rates for traffic and transport infrastructure works were determined by multiplying the percentage share of each of the major land uses of the total traffic and transport infrastructure costs of the precinct by the total number of expected net new employees for each of those land uses – see Figure 15 below).

Figure 15 - Calculation of the contribution rate for each new employee for the most likely additional uses within the up-zoned areas of the precinct towards additional Traffic and Transport Infrastructure required within Precinct 47.

Major expected non-residential land uses within the precinct	% of total future hourly traffic generation within the precinct (rounded up or rounded down as appropriate) - Extracted from Figure XX above.	Resultant % share of the total cost traffic and transport infrastructure upgrades required within the precinct – Extracted from Figure XX above.	Expected No. of additional Employees within the up-zoned areas of the Victoria Road Precinct	Minus a credit for likely no. of existing non-residential employees within P47 – Expressed in numbers of existing employees. ¹	Net Expected No. of additional Employees within the up-zoned areas of the Victoria Road Precinct	Single employee contribution rate (per 20sqm of GFA) for additional Traffic and Transport Infrastructure Works within Precinct 47.
Commercial	63%	\$383,447	5,563.60	937.2	4,626.4	\$82.90
Retail	25.74%	\$156,665.5	1,091.00	183.8	907.2	\$172.70

Notes for Figure 15:

This yields a current per employee contribution rate for the traffic and transport works within the Victoria Road Precinct of **\$82.90** for commercial developments and **\$172.70** for retail developments (which will be subject to future indexing as per the indexing methods of the current Marrickville Developer Contributions Plan 2014 – refer to pages 34-35 of this parent contributions plan).

Note: The Traffic and Transport Infrastructure contribution rate for the other non-residential land uses mentioned within the current Marrickville Developer Contributions Plan 2014 i.e. “Industrial”, were obtained in this instance by utilising the base commercial contribution rate and altering it in accordance with the employee occupancy rate within the Marrickville Developer Contributions Plan 2014 for Industrial i.e. one employee per 100sqm of Gross Floor Area (GFA) e.g. (\$82.90 (base commercial rate) x 1 employee every 100 sqm. of GFA (Industrial occupancy rate under current Marrickville Developer Contributions Plan 2014 = \$82.90).

Water Infrastructure Contribution Calculations:
Principles:

Given that it is not possible to differentiate, in readily quantifiable terms, between the stormwater hazards for each of the expected major land uses within the precinct, it is considered reasonable that they share equally (on a per resident/employee basis) in the cost of these necessary water infrastructure works within the precinct.

Refer to Figure16 below.

Figure 16 - Per person contribution towards Water Infrastructure Works.

Major expected land use within the up-zoned areas of the precinct	Total number of expected employees/residents within the up-zoned areas of the precinct	Likely credit for existing development expressed as numbers of employees (equally shared between the major expected non-residential uses.	Net total number of employees/residents within the up-zoned areas of the precinct who are likely able to contribute to the cost of the required Water Infrastructure Works.
Residential	2,004.00	120.12	1,883.9
Commercial	5,563.60	937.2	4,626.4

Retail	1,091.00	183.8	907.2
Sub - total	8,658.60		7,417.5
			= \$15,071,500 / 7,417.5
Total cost of water infrastructure works ÷ Total number of expected residents/employees = cost per person			\$2,031.89 per resident/employee (rounded up)

Notes for Figure 16: Contribution rates for land uses not mentioned above were obtained by applying the relevant employee occupancy rate within the Marrickville Developer Contributions Plan 2014.

Other Relevant Contributions within this Sub-plan:

Other Traffic and Transport Contributions:

Existing "Traffic Facilities" Contribution rates for "Marrickville LGA other than Planning Precinct areas" will not apply to the "contributing area" of the Victoria Road Precinct given that this area will be addressing the traffic and transport upgrade costs within its own locality.

Community Facilities and Recreation Facilities Contributions:

The property owners within the "contributing area" of the Victoria Road Precinct will meet its relevant obligations for additional demand generated on these public facilities as per the same rates for the relevant "Marrickville LGA other than Planning Precinct areas" contribution rates.

Plan Administration Fees:

The existing standard administration fee (2% of the total cost of the combined relevant developer contributions for a development item i.e. a one bedroom apartment) mentioned on page 113 of the current Marrickville Developer Contribution Plan 2014, also applies to the "contributing area" of the Victoria Road Precinct.

3.5 Payment of Contributions

3.5.1 Monetary Contributions:

Refer to Parent Contributions Plan (Section 2.14 – Timing and methods of payments Monetary).

3.5.2 'Works-in-kind' (WIK) / 'Material public benefit' (MPB):

Refer to Parent Contributions Plan (Section 2.14 – Timing and methods of payments Monetary – Provision of a material public benefit – Page 32).

Additionally, in relation to this sub-plan, Council may accept an offer by the applicant to provide an “in-kind” contribution (i.e. the applicant completes part or all of relevant work/s identified in this sub- plan) or through provision of a material public benefit as an alternative in lieu of the applicant satisfying its obligations under this sub-plan. Council will require the applicant to enter into a written agreement for the provision of these alternatives.

Council is under no obligation to accept works-in-kind or material public benefit offers. In consideration of any such offer, Council will assess the public benefits and give due considerations to relevant matters including the following:

- a) the extent to which the WIK/MPB satisfies the purpose for which the contribution was sought;
- b) the works-in-kind being facilities which are already included in the sub-plan;
- c) the extent to which the MPB satisfies a community need or may reduce the demand for levied items;
- d) the impending need to construct the works for which the contributions are to be offset;
- e) the provision of the WIK/MPB will not prejudice the timing, the manner or the orderly provision of public infrastructure included in the works program or the financial integrity of Council's sub-plan;
- f) an assessment of the shortfall or credit in monetary contributions as a result of the proposal;
- g) the availability of supplementary funding to make up the shortfall in contributions;
- h) locational and other factors that may affect usability;
- i) impact of recurrent operational and maintenance costs; and

- j) the provision of the WIK/MPB must not result in piecemeal delivery of infrastructure or likely to result in the need to reconstruct the works due to future nearby developments (i.e. normally the works will need to relate to a whole street block or a defined precinct).

Council must be satisfied that the MPB offer, other than a 'work-in-kind', provides a substantial benefit to the community not envisaged by the sub-plan and that this benefit warrants Council accepting responsibility in fulfilling the intent of the sub-plan notwithstanding a reduction in expected cash contributions. A MPB does not include a payment of a monetary contribution or the dedication of land free of cost.

Acceptance of any such alternative is at the sole discretion of the council. Council may review the valuation of works, and may seek the services of an independent person to verify their value. In these cases, all costs and expenses borne by the council in determining the value of the works or land will be paid for by the applicant.

3.5.3 Planning Agreement:

An applicant may voluntarily offer to enter into a planning agreement with Council in connection with a development application within the contributing area of the precinct. Under a planning agreement, the applicant may offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes. All Planning Agreements need to conform to the Inner West Council Planning Agreements Policy (currently under development).

3.6 Deferred/ Periodic Payments

Refer to parent contributions plan (Section 2.14 – Timing and methods of payments Monetary).

3.7 Timing of Payments:

Refer to parent contributions plan (Section 2.14 – Timing and methods of payments Monetary).

3.8 Refunds

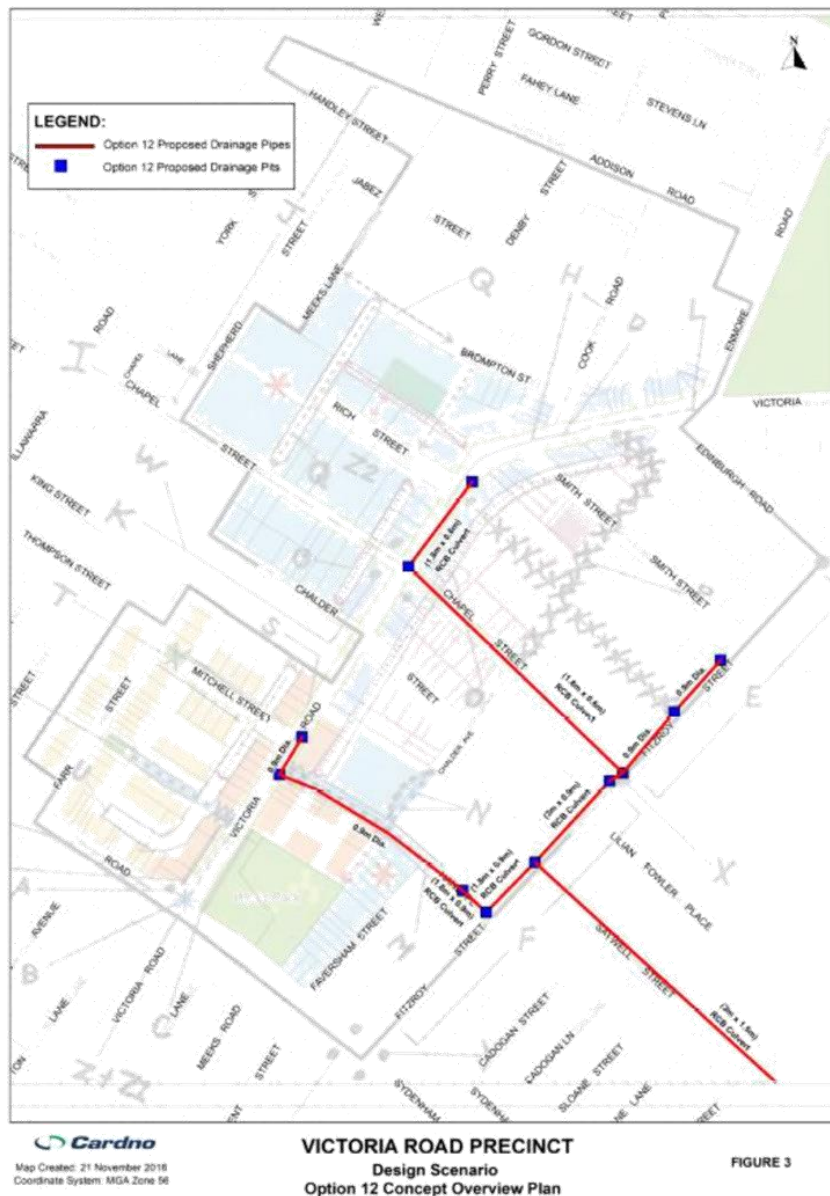
Refer to parent contributions plan (Section 2.18 - Refunds).

3.9 Indexing of Contribution Rates

Indexing for the contributions within this sub-plan shall be in accordance with the indexing requirements of the parent contributions plan with the exception that monies will be collected first for the *critical infrastructure priority items* detailed within this sub-plan where the total required payments are subject to the State Government Cap.

Section 4 – Infrastructure Strategy Plans:

**4.1 Required Stormwater and Flooding Risk Management Infrastructure within the
Precinct – Infrastructure Item No. VRP – WI - 001.**



**Figure 17 – Identified Flooding and Stormwater Infrastructure required within Precinct 47
Infrastructure Item No. VRP – WI – 001.**

**4.2 Required Traffic and Transport Improvements within the Precinct located on Government Owned Land
within the Precinct - Diagrams**

(See Figures 18 – 24)



Figure 18 – Infrastructure Item No. VRP – R - 001



Figure 19 - Infrastructure Item No. VRP – R - 002



Figure 20 - Infrastructure Item No. VRP – R - 003



Figure 21- Infrastructure Item No. VRP – R - 004

Installation of splitter island at eastern end of Rich St



Figure 22 - Infrastructure Item No. VRP – R - 005

Removal of crossing and installation of traffic signals



Figure 23 - Infrastructure Item No. VRP – R - 006

Figure 24 Excerpt from Marrickville bike plan - Location of proposed Bicycle Infrastructure Works with Precinct 47



Legend

- | | | | |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Regional Route (On-road) |  | Precinct 47 -
Victoria Road Precinct boundary |
|  | Local Routes (On-road) |  | On-road bicycle stencil markings that
are to be provided at all intersections
and each 50 metres of these local
on-road bicycle routes within the
precinct. |
|  | Bicycle Route works located
outside of Precinct 47 -
Victoria Road Precinct | | |

Appendix A – Notes for Developing a Traffic and Transport Vision for Precinct 47 from Cardno (T&T) with comments from IWC Engineers.

Precinct 47 – defining the transport analysis and needs

This draft note has been prepared to set the foundation for how the transport needs for Precinct 47 will be analysed to support the future development scenario. In preparing a vision and goals, the analysis will focus on the requirements and impediments to achieve these.

This note provides a summary review of the transport components of Inner West Council documents including:

- > Community Strategic Plan;
- > Delivery Program 2018 – 2022; and
- > Victoria Road Precinct (Precinct 47) Amendments to the Marrickville DCP 2011.

These documents provide the basis for identifying the transport vision and aligning already developed transport objectives. This also identifies conflicting objectives and controls to be consideration by Council. These will allow for an informed directive to be provided to Cardno for the transport needs analysis.

1.1 Community Strategic Plan – Our Inner West 2036

A key guiding principle is:

"Communities minimise their ecological footprint and practice sustainable ways of living such as consumption and using active and public transport".

Key transport related components of the Community Strategic Plan are documented in **Table 1-1**.

Table 1-1 Transport related strategic directions

Outcomes	Strategies	Indicators/ trend	Cardno comment/ query
1.4 Inner West is a zero emissions community that generates and owns clean energy	2. Develop a transport network that runs on clean renewable energy	Residential energy consumption	Active transport provides the best opportunity to reduce energy consumption.
2.5 Public transport is reliable, accessible, connected and enjoyable.	1. Advocate for improved public transport services to, through and around Inner West 2. Advocate for, and provide, transport infrastructure that aligns to population growth	Satisfaction with access to public transport > 3.79. People who travel to work by public transport > 38.2%	Opportunities should be investigated to maximise PT use through infrastructure and services.
2.6 People are walking, cycling and moving around Inner West with ease.	1. Deliver integrated networks and infrastructure for transport and active travel 2. Pursue innovation in planning and providing new transport options 3. Ensure transport infrastructure is safe, connected and well maintained	Satisfaction with cycleways > 3.00. Satisfaction with maintaining footpaths >3.08. Community satisfaction with management of parking.	Development to support the enhancement of the active transport network.

1.2 Delivery Program 2018 - 2022

Key transport related components of the IWC Delivery Program as they relate to the Precinct 47 Transport needs analysis are outlined in **Table 1-2**.

Table 1-2 Delivery Program 2018 – 2022, Transport components

No.	Objective	Cardno comment/ query
2.5	Public transport is reliable, accessible, connected and enjoyable.	Appropriate transit stop facilities and movement is not impeded by a congested road network. Consultation with state government agencies may be required.
2.6.3	Review and coordinate the implementation of parking strategies.	Confirm parking rates to be adopted, minimum provisions required as per existing DCP or implement new maximum allowable limits. <i>IWC Engineers Response:</i> Existing parking rates already have an inbuilt reduction in parking requirements to help reduce dependence on the usage of private motor vehicles. Accordingly, IWC Engineers do not support any further reduction in parking requirements within the Precinct.
2.6.3	Provide, renew and upgrade traffic and pedestrian safety facilities.	Precinct 47 redevelopment provides a catalyst to achieve this.

1.3 Draft DCP review – Victoria Road Precinct (Precinct 47) Amendments to the Marrickville DCP 2011

1.3.1 Desired future character

The desired future character from the draft DCP as it relates to transport is abbreviated as follows:

Support the long term transition of Precinct 47 into a vibrant and sustainable mixed use precinct, supporting improved connectivity and pursuing opportunities which make the areas a highly desirable place to work and live.

A review of the desired character is provided in **Table 1-3**.

Table 1-3 Desired future character summary, Section 9.47.3

Desired future character	Cardno comment/ query
Support ground floor activation of the precinct. Create liveable environment with good access to Victoria Road and transport opportunities.	Additional pedestrian demands will require an adequate amount of space to support the desired character. Consider allocation of road space (parking, transit, active transport, public transport) to be conducive to ground floor activation.
Enhance existing streets and incorporate new streets and shared zones.	Review the enhancements proposed to improve pedestrian and cyclist access, amenity, safety and mobility.
Enhance streetscape by incorporating green streets and pathways which connects points of interest.	Improve pedestrian and cyclist access, amenity, safety and mobility.
Active transport will be encouraged through new on-road cycle routes.	Proposed cycling routes to be reviewed. Verge side bicycle parking should be integrated with new development.
Create liveable environment with good access to Victoria Road and transport opportunities	Consider improving active transport and public transport provisions.

1.3.2 Movement network

A review of the movement network objectives and controls is provided in **Table 1-4**, **Table 1-5** and **Table 1-6**.

Table 1-4 Movement network objectives and controls, Section 9.47.6.1

General		
	Objective	Cardno comment/ query
1	To encourage the use of public transport, walking and cycling and ensure streets achieve a balance between facilitating vehicle movement and promoting walking and cycling.	We need to define what "the balance" is. Suggest establish mode share targets.
2	To ensure new streets are integrated with the surrounding street network, in particular within the Timber Yards and Wicks Park Sub-precincts and establish a clear and legible street hierarchy interconnecting with Victoria Road.	RMS and Council seek to minimise new road connections to Victoria Road and Sydenham Road.
3	To ensure streets are designed and constructed to a high standard and provide a high level of comfort, amenity and safety.	It is assumed this refers to new streets meeting contemporary standards and improving on the existing provisions which has a high number of crossovers and parking along the property boundary adjacent to the footpath.
4	To deliver identified road and intersection upgrades.	Cardno to undertake traffic modelling of chosen street layout and agreed land use scenario.
5	To provide a comfortable and attractive environment for pedestrian and cyclists and enhance pedestrian and cyclist connections to surrounding commercial precincts, including Addison Road and Marrickville Road.	Cardno will assume comfort and attraction refer to satisfactory space or mixed use facilities on low traffic volume speed and volume roads.
6	To improve connectivity and circulation within the precinct and to local activities, parks, public spaces and schools.	A review of the masterplan indicates this would be achieved.
Controls		
1	Development within the Victoria Road Precinct should be generally consistent with Figure 5: Movement Network Plan and Table 1: Street Characteristics, that includes:	-
a	A pathway dedication along Victoria Road of an additional 1.5 metres that is dedicated to the public domain to enable wider verge areas for public footpaths, seating areas, street tree planting, and street awnings.	Cardno agrees with this initiative. It is suggested a minimum 1.8m clear path of travel (free of obstructions) zone be established to facilitate movement. This would allow 2 wheelchairs to pass. Buffers of 0.2 metre should be provided against property boundaries and street furniture. This would facilitate movement and space for street furniture and utilities. The proposed verge width would be able to accommodate this.
b	A future upgrade to the intersection of Victoria Road and Sydenham Road, which is to be designed and delivered in consultation with the State Government and the Inner West Council.	Cardno will investigate the requirements for this.
c	New internal streets and extending existing streets within the Timber Yards and Wicks Park sub-precincts.	This supports objective No. 6
d	New laneways within the Timber Yards, Wicks Park, Rich Street and Chalder Avenue sub-precincts to support rear lane servicing for non-residential uses.	Cardno understands Council supports these if they support through movements for other traffic and they are no solely for servicing use. These can provide a good opportunity for pedestrian and cycling connections.

		<i>IWC Engineers Response:</i> Supported with the exception of those laneways located in the non up-zoned north-eastern parts of the Precinct.
e	Creating a new shared zone between Victoria Road and Farr Street connecting to a new pocket park that will enable greater flexibility of uses between pedestrian activity, traffic and parking and to facilitate access to new residences (no vehicular access will be available from Farr Street, as the new shared zone is intended to be an internal connection only and will be obstructed by the location of the new pocket park).	With reference to control No. 4, does vehicle access need to be from Victoria Road? Can it be provided via Farr Street thereby rationalising along Victoria Road and improving pedestrian amenity. <i>IWC Engineers Response:</i> Prefer that this shared zone be converted to use by active transport only – no motor vehicles.
f	Extending Hans Place as a shared zone through to Victoria Road to enhance access to Wicks Park and the commercial corridor along Victoria Road.	With reference to control No. 4, this would be adding a new access point to Victoria Road. Suggest blocking to vehicles at Victoria Road. <i>IWC Engineers Response:</i> Agree with Cardno there should be no access from this new road to Victoria Road.
g	Extending Chalder Avenue into the Wicks Park Sub-precinct, with a shared zone north of the Hans Place extension.	Improves permeability for all users.
h	A pedestrian through site link between the Hans Place extension and Wicks Park to increase permeability and enable direct pedestrian and cycle access to Wicks Park.	Improves permeability for all users.
i	A pedestrian through site link between the Hans Place extension and Wicks Park to increase permeability and enable direct pedestrian and cycle access to Wicks Park.	-
2	The number of vehicle entry points per block should be minimised and located to maximise visual amenity within the public domain.	-
3	Adequate separation between vehicle entry points is to be provided to minimise impact on streetscape design and pedestrian amenity.	-
4	Development should avoid vehicle entry points along Victoria Road and Sydenham Road, except under exceptional circumstances.	-
6	Pedestrian paths	
a	are provided on both sides of existing and proposed streets identified in Figure 5: Movement Network Plan Map;	-
b	are clearly distinguished from vehicle access-ways	-
c	are designed to maximise safety for pedestrians within shared zones	-
d	are well-lit to safety standards.	-
7	Incorporate safe and legible cycle routes through the Precinct which connect to existing cycle routes within the surrounding area.	-

Table 1-5 Shared zones

Shared Zones		
	Objectives	Cardno comment/ query.
	To prioritise walking within particular streets to create a pedestrian friendly space in the form of shared zones within the Timber Yards and Wicks Park Sub-precincts.	-
	Ensure that the street network provides a high level of amenity and safety for all users.	-
Controls		
1	Shared zones are to be provided in location of the proposed new shared zones is to be generally in accordance with the Figure 4: Movement Network Plan Map that includes:	-
a	along the proposed new road between Victoria Road and Farr Street;	Shared zone should block vehicle access at Victoria Road as per general control no. 4 (See IWC Engineers comments above)
b	along the proposed extension of Hans Place to Victoria Road; and	Shared zone should block vehicle access at Victoria Road as per general control no. 4
c	along the proposed extension of Chalder Avenue to the proposed extension of Hans Place.	

Table 1-6 Green links

Green links		
	Objectives	Cardno comment/ query.
1	To integrate green links that primarily serve a movement function, but which also improve environmental performance, visual amenity and comfort of the public domain.	
2	To integrate green links that primarily serve a movement function, but which also improve environmental performance, visual amenity and comfort of the public domain.	
3	To provide a public domain that supports a habitat for local wildlife, reduces the urban heat island effect, manages stormwater and makes walking and cycling more attractive.	
4	To improve permeability and connections between key areas within the precinct.	
Controls		
1	Development is to incorporate green links generally in accordance with Figure 15: Public open space network and Table 3: Green link characteristics.	It is recommended a minimum 1.8 metres wide clear footpath travel zone be provided to allow two-way pram/ wheelchair movement. Planting zone should be a minimum (Council to advise?..)metres wide. Response from IWC Initiative supported but agree with Cardno that perhaps this should be increased to a greater width >1.5 metres i.e. 1.8 metres. In this regard, IWC Engineers would normally seek a 2 metre wide pathway area.

1.4 Draft transport vision

Defining a transport vision will help to direct how the transport network is analysed and what infrastructure needs are identified for costing.

Draft transport vision:

A highly accessible precinct that supports and encourages movement and access through a proportionally high use of sustainable transport modes while providing for the need of a good level of service for vehicle movement and access.

1.5 Precinct 47 Transport needs analysis clarification requirements

- > No discussion about what parking rates will be adopted, although it is implied that the existing Marrickville DCP rates will apply. These are likely to result in a large quantum of parking and traffic generation. There is an opportunity to limit car parking which would likely assist to reduce the traffic generation and impacts of development.
- > The DCP remains mute regarding on-street parking provisions, indicative cross sections indicate this will generally be through parallel parking. It is understood there are conflicting considerations regarding any provision of 90 degree on-street parking. There are safety implications for 90 degree parking and designated on-street cycleways.
- > No mode share goals are outlined and the balance between vehicles and pedestrians/cyclists is not defined. The public transport Journey to Work goal can be taken from the community strategic plan. The full range of trip purposes and mode split target needs to be defined to plan for transport infrastructure that meets these goals.
- > A target/minimum LoS outcome for the road network should be set.
- > The roads should be categorised in the movement and place framework. Roads and Maritime or TfNSW may have already completed this work. This will provide consistency for road network planning with the state.
- > Access points need to be defined for the purpose of traffic modelling. There are conflicting objectives and controls with regards to new access points proposed on Victoria Road and the requirement to avoid vehicle entry points onto Victoria Road and Sydenham Road.

1.5 Precinct 47 Transport needs analysis clarification requirements (IWC Engineers responses):

- Parking rates: comments as per IWC Engineers comments for 1.2 Delivery Program 2018 – 2022;
- On street Parking Level of Service: IWC Engineers would favour consideration being given to 45 degree angled on – street parking, in some streets within the Precinct, where practicable. As a minimum, the current level of service should be maintained within the Precinct with the increased development, now permitted under the rezoning. The Precinct should be no worse off, from a traffic and transport viewpoint, with the increased development;
- Mode Share Goals: Recommend that the two LATMs that cover the Precinct should be consulted on this matter;
- Categorisation of roads – agree it would be desirable to make contact with the RMS and or TfNSW on this issue;

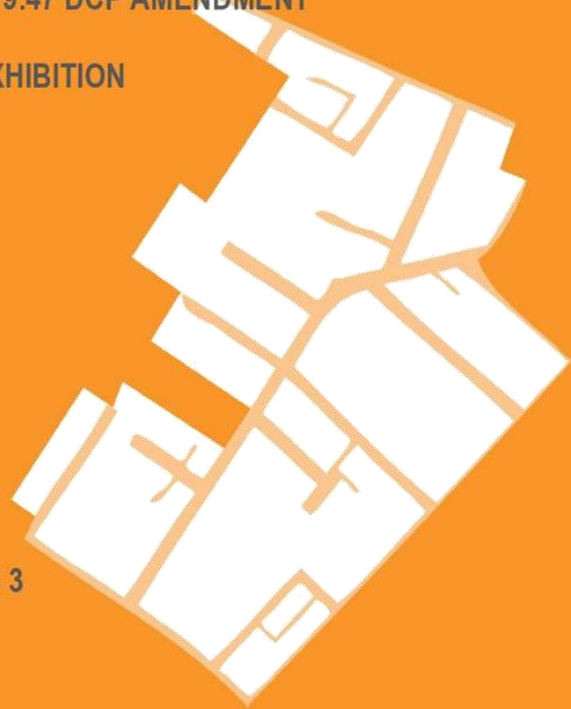
9.47

STRATEGIC CONTEXT
VICTORIA ROAD



**DRAFT VICTORIA ROAD PART 9.47 DCP AMENDMENT
- FOR PUBLIC EXHIBITION**

VERSION 3



12TH February 2019

Marrickville Development Control Plan 2011





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Part 9 Strategic Context

9.47 Victoria Road (Precinct 47)

9.47.1 Introduction

This section of the Development Control Plan (DCP) establishes a framework to guide development in Precinct 47 – Victoria Road (the precinct).

9.47.1.1 *Land to which this section of the DCP applies*

This section of the DCP applies to development within the boundary of the precinct as shown in *Figure 1: Land application*.



Figure 1: Land application



9.47.1.2 *Aims and objectives of this section of the DCP*

The purpose of this section of the DCP is to guide the future development of the precinct by:

1. Identifying the desired future character, development principles, key elements and indicative structure for the future development of the precinct;
2. Communicating the planning, design and environmental objectives and controls against which the consent authority will assess future development applications;
3. Ensuring the orderly, efficient and environmentally sensitive development of the precinct;
4. Promoting a high-quality urban design outcome;
5. Ensure key infrastructure is delivered for future residents and the community; and
6. Ensure access within the precinct is inclusive to all.

9.47.1.3 *Relationship to other sections of the DCP*

This section forms part of the Marrickville Development Control Plan 2011 (Marrickville DCP 2011). It sets out specific controls to guide the future development of the precinct. Development within the precinct will need to have regard to this section of the DCP as well as other relevant provisions in the DCP. In the event of any inconsistency between this section and other sections of the DCP, this section will prevail to the extent of the inconsistency.

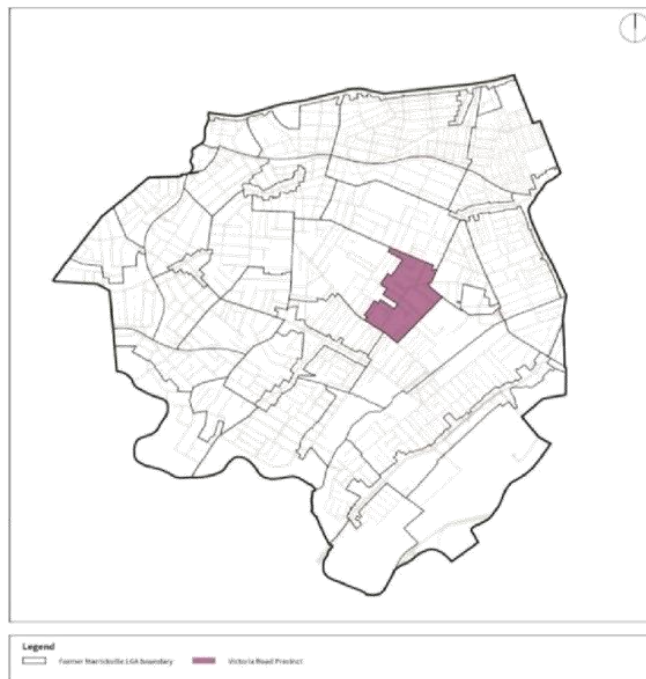


Figure 2: Context Map

Marrickville Development Control Plan 2011



9.47.2 Existing Character

The area is bounded by Addison Road to the north, Fitzroy Street to the east, Sydenham Road to the south and generally by the rear of properties facing Shepherd Street to the west. Victoria Road is the main north to south link through the precinct linking to Enmore Road. A number of east-west links exist, though many are cul-de-sacs used for access and loading bays for industrial sites.

The precinct contains a mixed character, though overall the precinct is dominated by industrial land uses. Residential dwelling houses are interspersed between industrial factory units. Business and local retail uses are also located along some of the main roads in the precinct such as Addison Road and Enmore Road. Light industrial uses are located along the northern side of Farr Street that create a buffer for the adjoining residential properties. Other land uses within the precinct include the Marrickville Bowling and Recreation Club and Wicks Park.

The precinct has a very irregular subdivision pattern (as seen in Figures 1 and 2). Whilst there are some large industrial sites, many of them have been fragmented into smaller individual industrial sites. Access to many of the industrial sites is provided through rear lanes and cul-de-sacs. The Marrickville Public School is located outside the precinct boundaries but is situated in the middle of the precinct, with long interfaces to the surrounding industrial area.

The building stock within the precinct is mixed. It contains a number of old industrial buildings, some of which have been adapted for modern industrial uses and some of which remain in their original state. Those original buildings are predominantly brick constructions built to the boundary with small openings for vehicles. Some have been rendered and painted with their opening expanded to accommodate modern industrial requirements. There are also some examples of new, modern industrial developments containing a number of tenancies utilising the same access point and providing on-site parking and loading facilities. However, the majority of industrial buildings are older, relatively small and limited in size.

The large number of small industrial sites has led to traffic issues for the precinct. This is less of an issue on sites backing onto cul-de-sacs as it does not impede the flow of traffic. However, traffic conflicts occur between large vehicles accessing industrial sites on streets also catering for through traffic. This is particularly the case where sites are unable to cater for loading and unloading on-site due to their size or configurations. This problem is particularly acute for older industrial sites which tend to be less able to cater for modern vehicles such as large trucks and other delivery vehicles. As a result, large trucks are often forced to stop in the middle of the road for loading and unloading rather than being able to accommodate this function on-site.

The large industrial complexes that were prevalent in the 1960s/1970s no longer exist. Some of the large industrial sites are fragmented into smaller industrial sites. There are a high number of vacant properties in the Precinct. The nature of the industrial sites also affects the availability of on-street parking within the precinct. The large number of small industrial sites has resulted in a large number of laybacks on each street. As a result, many on-street parking spaces have been removed, and as a consequence on-street parking is very limited. This is particularly noticeable in streets such as Chapel Street where parking has been provided as a hard stand in front of individual tenancies along the length of the street. This also leads to increased conflict between pedestrians and traffic as vehicles must cross pedestrian footpaths to access parking.



Amenity for pedestrians and cyclists in the precinct is poor, with little permeability, landscaping or public domain improvements within this precinct. Traffic is generally heavy, and conflicts can arise between vehicles, pedestrians and cyclists. Footpaths are narrow, often interrupted by laybacks and are in poor condition. Some efforts towards public domain improvement have been made along Addison Road.

The precinct is well serviced by public transport, with the eastern edge of the precinct being approximately 400 metres from Sydenham Station that will see a significant upgrade in capacity and frequency with the proposed Metro service. Victoria Road is also a major bus route for services to the City and other strategic centres.

The precinct contains one open space area known as Wicks Park located on the eastern corner of Victoria Road and Sydenham Road. It contains passive and active recreational facilities such as seating, children's play equipment and tennis courts. Other recreational facilities contained within this precinct include the Marrickville Bowling and Recreation Club located on the western corner of Sydenham Road and Fitzroy Street.

The precinct does not contain any Heritage Conservation Areas, though one industrial facade and one industrial building are identified as heritage items. The range of industrial buildings in the precinct illustrates how industrial requirements have changed over time.

9.47.3 Desired Future Character

The vision for the Victoria Road Precinct is to support the long-term transition of the precinct into a vibrant, and sustainable mixed-use precinct, that provides interesting and appropriate new built forms in the Precinct. The vision also includes public accessible spaces including new and widened footpaths, high-quality public spaces, improved connectivity and increased employment opportunities that will make the precinct a desirable place to work and live.

Victoria Road will be an active mixed-use corridor and the heart of the precinct, providing a connection between the established village centres of King Street, Newtown (to the north of the precinct) and Marrickville Road, Marrickville (to the south). The commercial corridor will achieve this through built form and design measures that will give a distinctive identity to the neighbourhood by providing a strong edge to the public domain.

New, higher density residential areas will be established in areas near existing residential areas, open space which will ensure dwellings are co-located near compatible uses with higher amenity.

Mixed uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in increasing activity levels and pedestrian traffic in the area. Showrooms will enhance and develop the theme of home improvement offerings and complement existing retail centres. New opportunities will be created for commercial and office uses, particularly in the northern part of the precinct.

New laneways, shared zones and publicly accessible open space will improve permeability within the precinct and in certain locations will become the focus of activity with non-residential uses on the ground floor. To further encourage pedestrian activity within the Precinct, improvement to the streetscape, public domain landscaping and



design of ground floor uses will provide a high-quality domain encouraging greater pedestrian traffic and active ground floor uses that open towards and spill out onto the public domain (such as café tables and chairs) and which results in a lively, attractive and activated streetscape. Active transport within the precinct will be encouraged through new on-road cycle routes and new publicly accessible open space within the precinct that will link with the existing cycle network within the surrounding area.

The desired future character for the precinct is:

1. To create an active commercial corridor of high-quality urban design along Victoria Road by encouraging active ground floor commercial uses such as cafes, small retail opportunities, boutique retail showrooms and professional business spaces, which are accessible to all persons.
2. To integrate urban and architectural design excellence and sustainability in the precinct to provide an environment that encourages sustainable living which has includes access to all.
3. To enhance existing streets and incorporate new streets and shared zones to encourage pedestrian activity.
4. To create new roads, shared zones and laneways to enhance permeability throughout the precinct that increases the connectivity between each sub-precinct for all modes of transport in accordance with Roads and Maritime Services (RMS) requirements.
5. To enhance the streetscape by incorporating sustainable design such as green streets and pathways throughout the precinct that form part of a wider green network connecting local activities, parks, public spaces and schools providing opportunities for incidental, casual social interaction.
6. To enable a broader mix of businesses that meet the requirements of the local employment profile and changing demographics of the Inner West LGA.
7. To foster the transition of industrial uses to cleaner and modern, light and creative industries to improve the amenity of the precinct, while retaining employment opportunities.
8. To create a vibrant hub for Marrickville's creative industries that complements the existing arts and cultural premises in the Chapel Street Sub-precinct and the proposed Sydenham Station Creative Hub in the adjacent precinct.
9. To create a liveable residential environment within the Victoria Road Precinct with inclusive access for all residents to the new Victoria Road Commercial Corridor, transport, and existing and new amenity areas.
10. To ensure that higher density development demonstrates good urban design and environmental sustainability for occupants of those developments.
11. To develop architectural design excellence for new buildings to provide significant housing and employment spaces for Sydney, while balancing the impacts on surrounding lower density residential properties.
12. To ensure development is compatible with the operations of Sydney Airport.
13. To encourage provision of social infrastructure such as for school expansion and community halls as part of the ongoing growth and evolution of the Victoria Road Precinct.
14. To ensure provision of a high level of residential amenity for development within the precinct and mitigate any impacts on residential amenity of adjoining and surrounding properties.



15. To ensure the interface between conflicting land uses are managed appropriately through design and siting measures.
16. To support the upgrade of existing parks and the provision of new publicly accessible spaces located on private land to provide useful open space and landscaped areas.

9.47.4 Sub-Precincts

The precinct is divided into a number of sub-precincts as shown in *Figure 3: Sub-precincts*.

These Sub-precincts are as follows:

1. Victoria Road Corridor Sub-precinct
2. Timber Yards Sub-precinct
3. Wicks Park Sub-precinct
4. Chapel Street Sub-precinct
5. Cook Road Sub-precinct
6. Fitzroy Street Sub-precinct

Site amalgamations will be required for some of the Sub-precincts to attain the desired character of the precinct.



Figure 3: Sub-precincts



The development intent for each of these sub-precincts is outlined below.

1. **Victoria Road Corridor Sub-precinct:**

The Victoria Road Corridor Sub-precinct covers areas fronting Victoria Road. It is proposed to evolve into a main commercial spine comprising commercial, showroom, retail and other non-residential uses featuring well-designed built forms that have a sensitive interface with a high-quality public domain featuring widened footpaths, street trees and other street furniture, such as bus stops. This will create a pleasant and inviting environment to foster greater pedestrian and commercial activity along Victoria Road.

Areas south of Chalder Street within the sub-precinct will transition into a new vibrant mix of ground floor non-residential uses, and residential uses on the upper levels where noise affectation from the operation of Sydney Airport is less prevalent. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in increasing activity levels and pedestrian traffic in the area. Those mix of uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Where noise-generation from existing flight paths across the Precinct make it inappropriate for residential uses, non-sensitive uses such as office space, ground floor showrooms will be implemented in order to support activation along the corridor.

2. **Timber Yards Sub-precinct:**

The Timber Yards Sub-precinct will be a new residential area that will support the function of the Victoria Road Corridor Sub-precinct, interconnecting with the proposed mixed-use areas along Victoria Road. Built form will transition in height, being predominantly 3-7 storeys along the periphery with opportunities for taller buildings in the central area of the sub-precinct to minimise amenity impacts to adjoining low density residential areas. Siting and design measures will also be required for taller building elements to minimise residential amenity impacts from the operation of Sydney Airport.

Enhanced footpaths within the sub-precinct will add to the vibrancy of the area, increasing pedestrian activity and connections to the Victoria Road Corridor Sub-precinct.

3. **Wicks Park Sub-precinct**

The Wicks Park Sub-precinct will comprise of a mixed-use area that will be characterised by non-residential ground floors with residential above, whilst a business development zone will encourage new enterprises and creative uses along Faversham Street.

The sub-precinct will also support the function of the commercial corridor along Victoria Road while maximising amenity opportunities from Wicks Park. Streetscape and street network improvements will directly link to Victoria Road, enhancing the permeability of the sub-precinct, and supporting the ongoing function of the Victoria Road Commercial Corridor. The extension of Hans Place to Victoria Road will be a shared zone that will provide a key pedestrian link from the Creative hub precinct to the Victoria Road Commercial Corridor with the opportunity for active uses such as cafes, studios, boutique showrooms and smaller retail opportunities.



The sub-precinct will focus higher density residential along the northern edge of Wicks Park and maximise high visual amenity provided by the open space area, whilst ground floor non-residential uses with an interface to Wicks Park will address the open space area in order to promote greater pedestrian amenity and activity. To minimise potential land use conflicts with the existing industrial area to the east and noise and vibration affectation from the operation of Sydney Airport, transitional business development uses will be integrated along Faversham Street or within the ANEF 30 area.

4. Chapel Street Sub-precinct:

The Chapel Street Sub-precinct is a transitional precinct that will provide a buffer between the heavy industries to the east, and the commercial strip along Victoria Road. The sub-precinct will encourage modern forms of light industrial uses that will minimise the land use conflicts between surrounding uses. This will enable the sub-precinct to progressively evolve to cater for more modern employment industries that will provide a compatible transition and minimising potential land use conflicts.

5. Cook Road Sub-precinct:

The Cook Road Sub-precinct will continue to support a diverse range of uses, including light and heavy industrial uses, urban services, entertainment and creative industries. Business and local retail uses are also located along Addison Road and Enmore Road. The future desired character for this sub-precinct aims to retain these uses, which will be important to accommodate a variety of activities within the Victoria Road Precinct, especially as other sub-precincts begin to evolve. The established fig trees along Jabez Street and Meeks Lane will be maintained and enhanced to provide essential urban tree canopy in this highly urbanised location.

6. Fitzroy Street Sub-precinct:

The Fitzroy Street Sub-precinct will continue to support the Inner West Council's industrial and urban services functions. Given the constraints of the sub-precinct, such as flooding and aircraft noise, the location will continue to support a range of industrial and warehouse land uses that will be compatible with the operations of Sydney Airport and Port Botany. The sub-precinct will also be a location to accommodate urban services that will support new residents of the Victoria Road Precinct and the wider local government area.

9.47.5 Indicative Masterplan

Development is to be generally consistent with the key elements in *Figure 4: Indicative Masterplan*.



Figure 4: Indicative Masterplan

Objective

- 01** To implement the Indicative Masterplan and create a vibrant mix of uses within a scale and density that complements surrounding centres and neighbourhoods and supports the desired future character of the Victoria Road Precinct.



Control

- C1** Development within the precinct is to be undertaken generally in accordance with the indicative masterplan as shown in Figure 4.

NB *Variations to the location and layout of certain elements of this Indicative Masterplan such as proposed streets, shared zone, laneways and building layouts may be considered by the consent authority.*

9.47.6 Site Amalgamation

9.47.6.1 Background

The precinct contains a diversity of lots in terms of their configuration and sizes which includes narrow, deep and wide lots. This range of configurations presents difficulties for lots in high and medium density residential, commercial and industrial zones with regard to:

- Amenity;
- Achieving height of building for the FSR in each zone; and
- Achieve delivery of the required infrastructure on private lands.

In addition, the cadastral pattern of the site boundaries in the precinct do not follow the zoning map of under MLEP 2011. In certain sites split zoning occurs and in others the zoning boundaries create difficulties for design feasibility and efficiency for buildings. Achieving aspects of amenity such as natural lighting (due to narrow sites) and infrastructure (e.g. basement parking) are made difficult due these configurations. Attaining maximum FSR and height standards is also made difficult for the narrow smaller sites in the precinct. Some of the narrow and small sites also create scenarios where lots are isolated and make it difficult for redevelopment.

These issues present difficulties for creating good quality higher density development. To ameliorate this situation, amalgamation of land within the precinct is proposed so as to facilitate good amenity and achievement of building standards. Through lot amalgamation, floor space will potentially be distributed across larger sites and building block and height scenarios that are intended to achieve specified heights.

9.47.6.2 Council-nominated amalgamation blocks

So as to provide direction in the amalgamation of sites, Inner West Council has nominated a set of amalgamation blocks. These sets of amalgamation blocks:

- provide a framework to guide proposed future amalgamations;
- ensure that the indicative masterplan objectives are realised;
- facilitate provision of proposed public infrastructure; and
- resolve the zoning anomalies of split zones in lots.

The amalgamation blocks are shown in figure 5 and maps for the individual blocks are in Schedule 3 of this DCP.

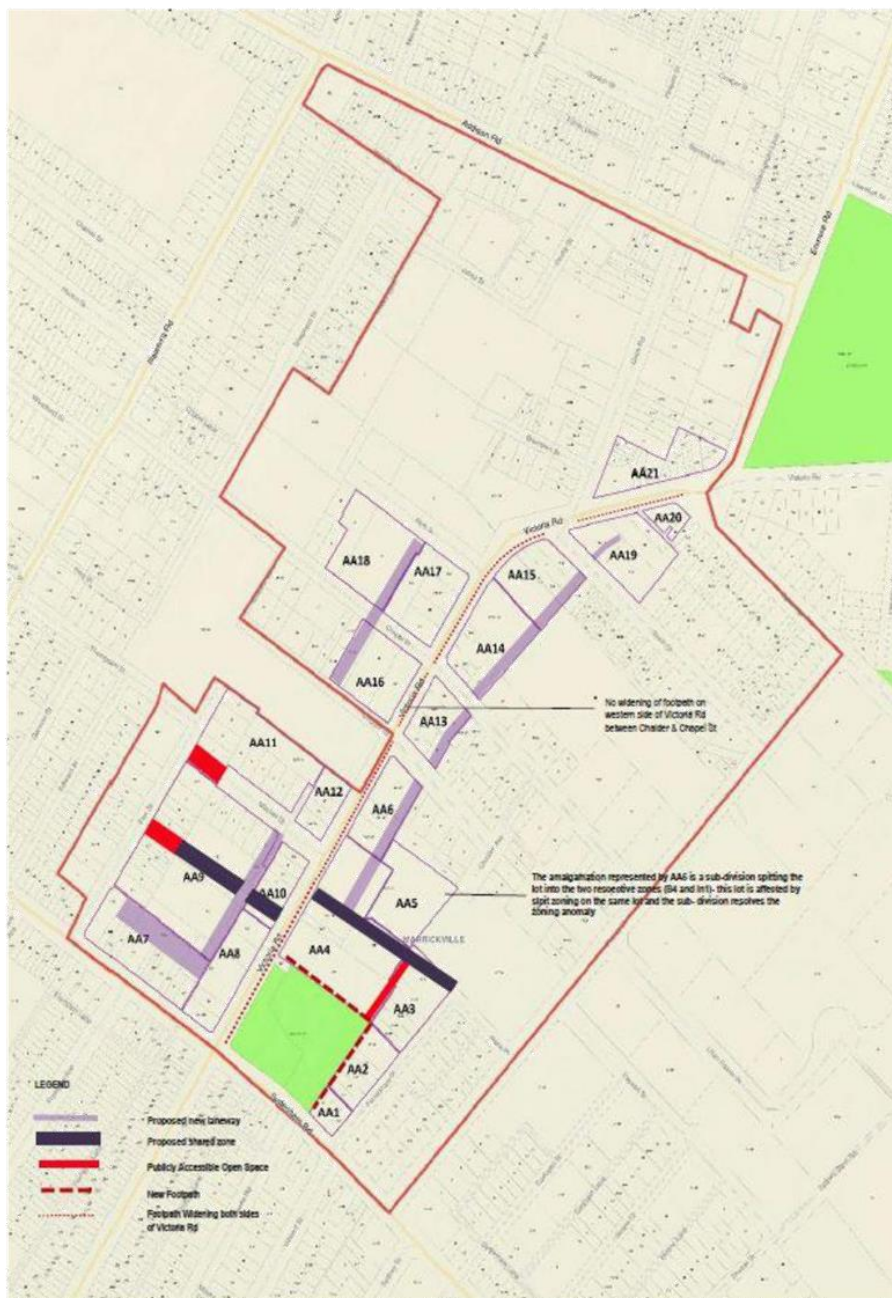


Figure 5: Council-nominated amalgamation blocks

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9.47.6.3 *Amalgamation controls*

Objectives

- O2** To ensure that access requirements of RMS are achieved.
- O3** To consolidate allotments to allow for development of built forms that make a positive contribution to the spatial definition of the street.
- O4** To ensure redevelopment sites are of a suitable size and shape to enable high density residential and mixed use forms with high amenity and architectural quality.
- O5** To ensure that amalgamation of sites can be achieved to meet the vision and infrastructure requirements on private land.
- O6** To improve permeability and amenity.
- O7** To ensure that smaller allotments of land are not isolated leaving them unable to develop in accordance with the masterplan and provide for and deliver on key infrastructure required on private land.

Controls

- C2** The redevelopment of lots must be in accordance with Council's amalgamation blocks identified in Figure 5: Council Nominated Amalgamation blocks.
- C3** The amalgamation of sites will be made in such a way as to align with the indicative masterplan in relation to the sub-precinct's boundaries, proposed new laneways, shared zones, publicly accessible open space and new and widened footpaths.
- C4** Development must not be undertaken in a way that causes adjacent sites or lots to be isolated in any way and unable to achieve the vision of the indicative masterplan.
- C5** Council will consider alternative solutions to the Council nominated amalgamation blocks subject to:
 - i. No cost to Council;
 - ii. Satisfying the objectives of the DCP;
 - iii. Demonstrate that all infrastructure works are delivered;
 - iv. An improved urban design outcome; and
 - v. Results in no isolation of properties.

9.47.7 Movement Network

9.47.7.1 *General*

Objectives

- O8** To encourage the use of public transport, walking and cycling and ensure streets achieve a balance between facilitating vehicle movement and promoting walking and cycling.
- O9** To ensure new laneways and shared zones are integrated with the surrounding street network, in particular within the Timber Yards and Wicks Park Sub-precincts and establish a clear and legible street hierarchy interconnecting with Victoria Road.
- O10** To ensure laneways and shared zones are designed and constructed to a high standard and provide a high level of comfort, amenity and safety.
- O11** To deliver identified road and intersection upgrades.

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- O12** To provide a comfortable and attractive environment for pedestrian and cyclists and enhance pedestrian and cyclist connections to surrounding commercial precincts, including Addison Road and Marrickville Road.
- O13** To ensure buildings and surrounding spaces and the public movement network is accessible to all persons including those with accessibility restrictions.
- O14** To create shared zones that act as vibrant spaces.
- O15** To improve connectivity and circulation within the precinct and to local activities, parks, public spaces and schools.
- O16** To ensure that identified traffic and transport works are delivered in conjunction with development applications for redevelopment of the precinct.

Controls

- C6** Development within the Victoria Road Precinct should be generally consistent with *Figure 6: Movement Network Plan and Table 2: Street Characteristics*.
- C7** Where required to be provided, traffic and transport infrastructure and publicly accessible open space is to be provided as part of the redevelopment
- C8** Council will consider alternative solutions to each individual piece of infrastructure subject to:
 - i. No cost to Council;
 - ii. Satisfying the objectives of the DCP; and
 - iii. An improved urban design outcome
- C9** Development that includes publicly accessible open space on private land may be permitted to utilise these publicly accessible facilities towards communal open space requirements of their development. No transfer of communal open space credits will be permitted between developments.
- C10** Development within the Victoria Road Precinct will be consistent with any transport infrastructure works listed in *Appendix B- Marrickville Developer Contribution Plan 2014 Victoria Road Precinct- Marrickville (Sub-Plan)*.
- C11** The number of vehicle entry points per block should be minimised and located to maximise visual amenity within the public domain.
- C12** Adequate separation between vehicle entry points is to be provided to minimise impact on streetscape design and pedestrian amenity.
- C13** Development shall have no vehicle access entry points along Victoria Road and Sydenham Road.
- C14** Any publicly accessible land including footpath extension shall have no basements encroaching on the land.
- C15** Street furniture is to be provided and includes a high-quality, durable and co-ordinated selection of:
 - i. paving;
 - ii. seating;
 - iii. rubbish bins; and
 - iv. signage.
- C16** Pedestrian paths:

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- i. are to be provided on both sides of existing and proposed streets identified in *Figure 6: Movement Network Plan Map*;
 - ii. are to be clearly distinguished from vehicle access-ways;
 - iii. are to be designed to maximise safety for pedestrians within shared zones; and
 - iv. are well-lit to safety standards.
- C17** Safe and legible cycle routes are to be incorporated throughout the Precinct which connect to existing cycle routes within the surrounding area.

Table 2: Street network characteristics

Type	Reservation Width	Lane Width		Footpath Zone / Pedestrian Lane	Street Tree Planting (Green link)
		Traffic Lane	Parking		
Victoria Road	21m	6m (two-way)	3m	3m	1.5m
Local street	11.5m - 20.5m	6m - 9.5m (two-way)	3m	2.5m	1.5m
Shared zone	6m - 18m	6m	3m	1-3m	N/A
Laneway	6m – 12m	6m – 12m	N/A	N/A	N/A
Through site link	5m	N/A	N/A	5m	N/A

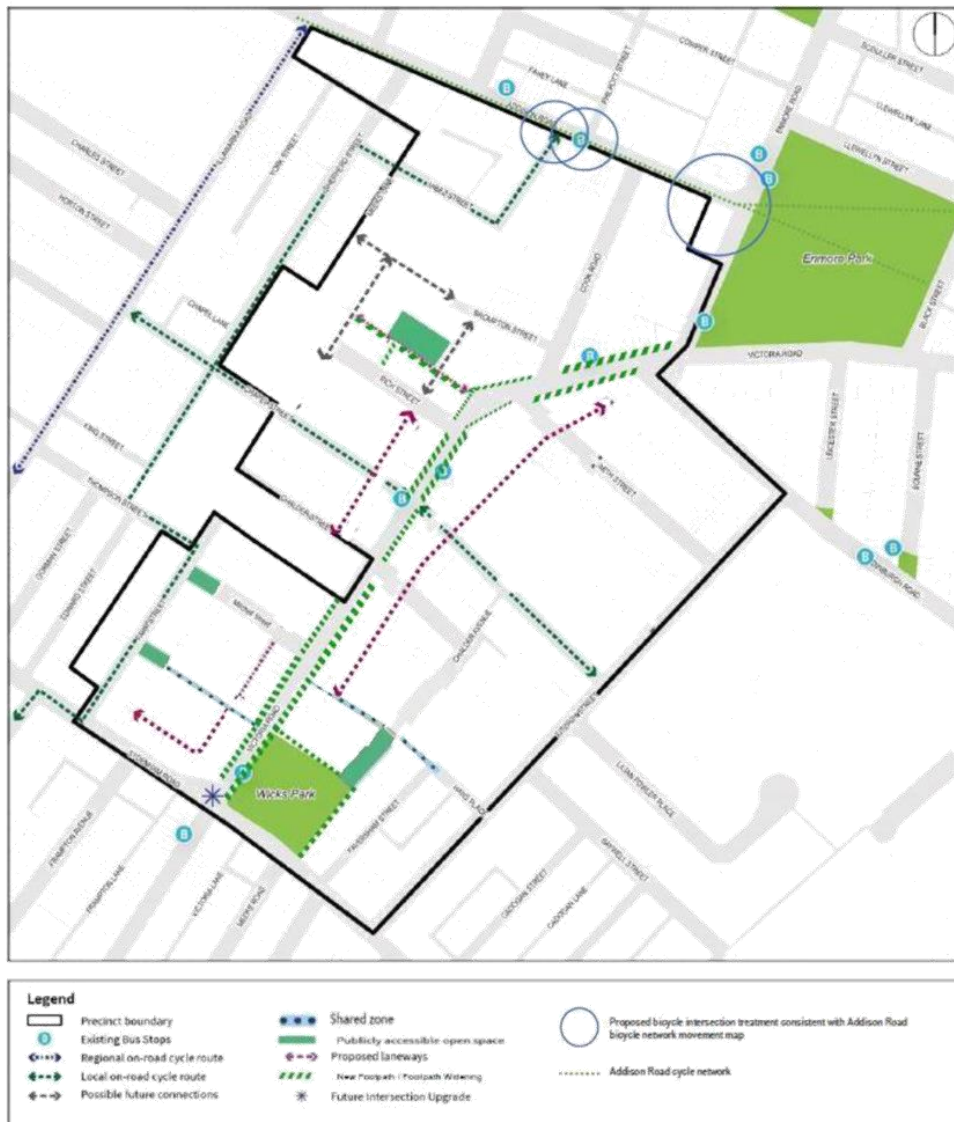


Figure 6: Movement network map

9.47.7.2 *Shared zones and traffic infrastructure*

Objectives

- O17** To create a pedestrian friendly space in the form of shared zones within the Timber Yards and Wicks Park Sub-precincts.
- O18** To provide opportunities for street activities and leisure (such as outdoor café spaces) at the end of the shared space towards Victoria Road.



- O19** To ensure that the street network provides a high level of amenity and safety for all users.
- O20** To avoid vehicular access from new laneways and roads onto Victoria Street

Controls

- C18** The location of the proposed new shared roads is to be generally in accordance with the Figure 6: *Movement Network Plan Map*.
- C19** Shared zones are to generally conform with Table 3: *Shared zone characteristics below*:

Table 3: Shared zone characteristics

Type	Key Characteristics	Guidelines
Shared zone	<p>A driver must give way to any pedestrian in the zone.</p> <p>Traffic loads are generally less than 500 vehicles per day.</p> <p>Speed limit is 10km/h.</p>	<p>No definition between pedestrian and vehicular zone.</p> <p>No kerblines.</p> <p>Change of paving indicates parking areas.</p> <p>Low traffic volumes, high pedestrian activity.</p> <p>Prioritise pedestrian and cycle movements and to facilitate local vehicular access.</p> <p>Active ground floor uses open towards/spill out onto the zone (such as cafe tables and chairs).</p> <p>Greater flexibility for use of road space.</p> <p>Defined loading and parking zones.</p> <p>Ability to introduce street trees.</p> <p>Where shared zones are proposed on a cul-de-sac, a turning point is to be provided for adequate vehicular movement.</p>

9.47.7.3 Green links

Objectives

- O21** To integrate green links that primarily serve a movement function, but which also improve environmental performance, visual amenity and comfort of the public domain.
- O22** To create green links and pathways that form part of a wider green network that connects commercial areas, parks, public spaces and schools.
- O23** To provide a public domain that supports a habitat for local wildlife, reduces the urban heat island effect, manages stormwater and makes active transport more attractive.
- O24** To improve permeability and connections between key areas within the precinct.

Controls

- C20** Development is to incorporate green links generally in accordance with Table 4: *Green link characteristics*.



Table 4: Green link characteristics

Type	Guidelines
Green links	<p>Footpaths are to allow adequate space for the planting of street trees.</p> <p>New street trees are aligned along existing and proposed footpaths and shared zones.</p> <p>Street trees are to be planted in a co-ordinated, regularly spaced manner.</p> <p>The proposed species of street trees is in accordance with Council's Street Tree Master Plan.</p> <p>Deep soil verges are to be provided as part of any street tree planting for infiltration of stormwater.</p> <p>Street trees provide shade and enhance the level of thermal comfort within the public domain.</p>

9.47.7.4 *Indicative street sections*

The following street sections indicate the height and separation of buildings and their possible uses under the masterplan. The building forms depicted in the sections illustrate the intended future-built form outcomes for each street while acknowledging the existing character of the area. Building heights align with the LEP height limits for the site. It is noted that in some instances building heights shown in Figures 7-15 may not be reached.



Figure 7: Indicative street section locations

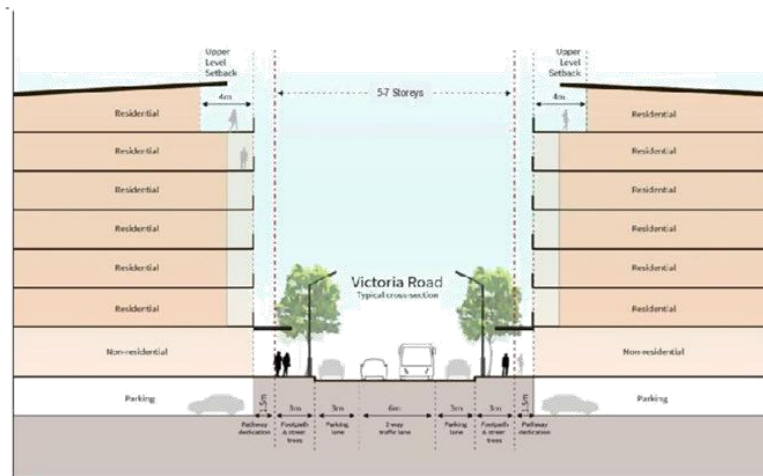


Figure 8: Street section 1 - Victoria Road (B4 Mixed-Use zone)

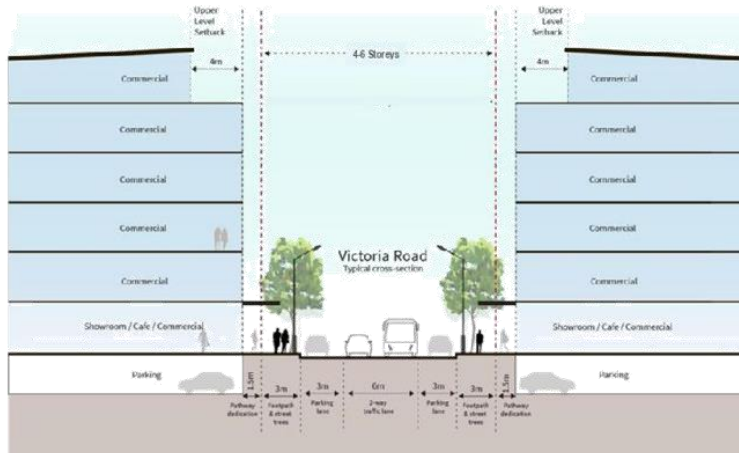


Figure 9: Street section 2 - Victoria Road (B5 Business Development zone)

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Figure 10: Street section 3 - Sydenham Road

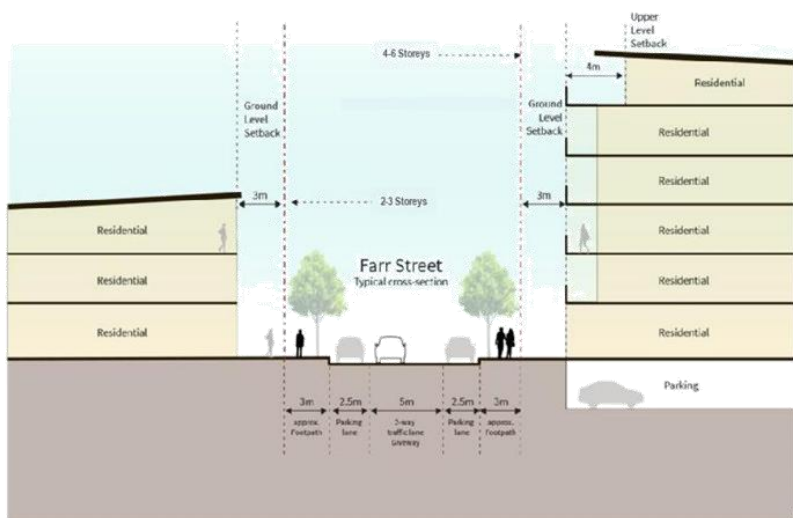


Figure 11: Street section 4 - Farr Street

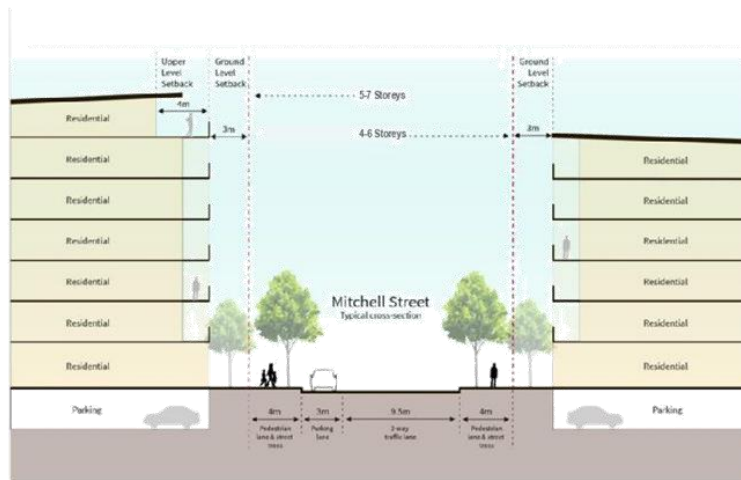


Figure 12: Street section 5 - Mitchell Street

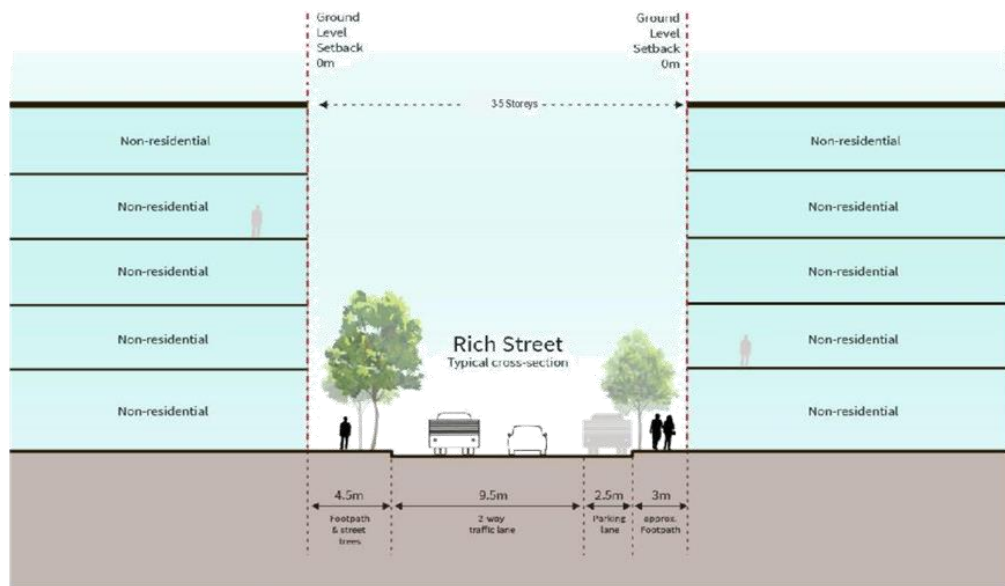


Figure 13: Street Section 6 - Rich Street

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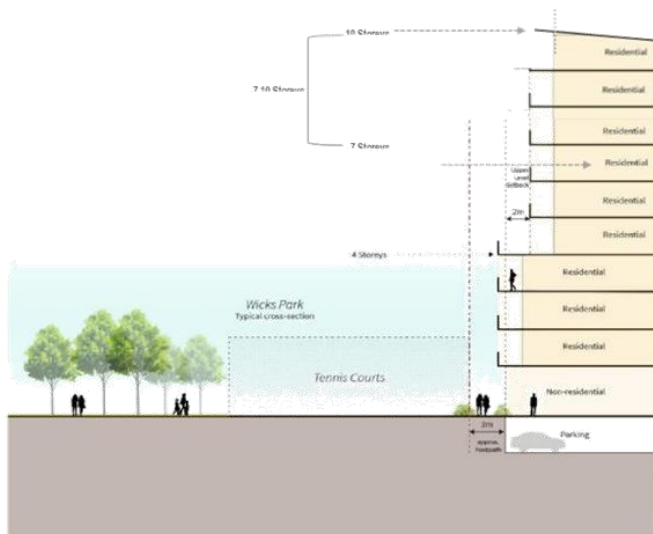


Figure 14: Street section 7 – Wicks Park northern interface

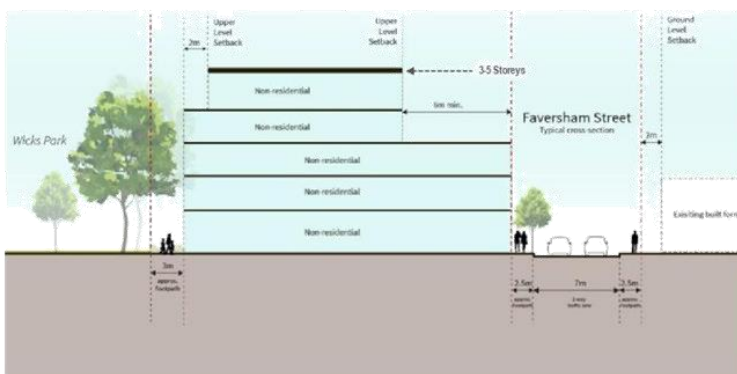


Figure 15: Street section 8 – Faversham Street

9.47.8 Publicly Accessible Open Space Network

Objectives

- 025** To provide a high level of physical and visual access to existing and proposed publicly accessible open space areas within the precinct.
- 026** To increase the urban tree canopy of the existing and proposed street and laneway network.
- 027** To provide functional open spaces for residents within the precinct.
- 028** To create active, attractive and functional publicly accessible open space areas.



- O29** To provide additional publicly accessible open space within the Chapel Street and Timber Yards Sub-precinct

Controls

- C21** Publicly accessible open space shall be provided in accordance with the Figure 4: Indicative Masterplan.
- C22** Green links, which primarily cater for vehicle, pedestrian and cyclist movement but also provide an open space function, are provided generally in accordance with *Part 9.47.7.3 Green links*.
- C23** Existing and new open space areas are to be generally consistent with the requirements and guidelines set out in Table 5: Publicly Accessible Open Space characteristics.

Table 5: Publicly accessible open space characteristics

Type	Requirements	Guidelines
Publicly Accessible Open Space	Minimum area of 700m ² . Primarily for informal passive recreation	Located at the end of the share zone area and Mitchell Street within the Timber Yards sub-precinct. A privately owned and maintained publicly accessible open space area. Public access to be available on a 24-hour, 7-days per week basis. Has a predominantly open, natural character, with adequate soft landscaping features. Provides a visual and physical link between the shared zone, Mitchell Street and Farr Street. Pedestrian pathways are located at the periphery to maximise useability for passive recreation and maintain usability for passive recreation and maintain an open landscape character. Provide deep soil garden beds and grassed areas. Incorporate high quality embellishments, including seating, bins and lighting.
Rich Street Publicly Accessible Open Space	Publicly accessible open space. Minimum area of 1,200m ² . Primarily for informal passive recreation (minimum dimensions- L 40m, W- 30m)	A privately owned and maintained publicly accessible open space area. Public access to be available on a 24-hour, 7-days per week basis. Contains a large central lawn and hard-stand plaza area that support active and passive recreational opportunities. Outdoor spaces will have the capacity to accommodate a range of potential future events, including community events associated with the precinct such as an outdoor cinema, occasional markets and community festivals. New pathways provide access from Brompton Street, Victoria Road and Rich Street.



9.47.9 Trees and Landscape

The Urban Forest of Marrickville is an essential component of the built form and a legacy for future generations. Attractive trees in the urban landscape make a significant contribution to the quality of life of those people living, working and playing within the environment.

On the broad-scale trees contribute to the urban environment aesthetic and improved environmental conditions, on the micro-scale trees provide screening, privacy, interest, shade traffic calming and habitat.

Objectives

- O30** To increase the tree canopy cover in all development.
- O31** To ensure that existing significant trees both on public and private land are considered and where possible protected.

Controls

- C24** Provide at least 15% canopy coverage of a site within 10 years from the completion of the development.
- C25** Appropriate plant species are to be selected for the site conditions with consideration given to trees providing shade in summer and allowing sunlight in winter, or to provide habitat.
- C26** Appropriate soil depth and structural soil is to be provided to ensure that trees and plants are able to thrive.
- C27** Green roofs and walls are encouraged where appropriate.
- C28** Any green roof area is to be planted with Australian native plants over a minimum substrate depth of 120mm.
- C29** The design of any habitable green roof area is to address:
 - i. Visual and acoustic privacy,
 - ii. Safety,
 - iii. Security,
 - iv. Roof maintenance and servicing, and
 - v. Wind effects.
- C30** Significant trees both on public and private land are to be retained where possible, supported by expert Arborist advice.

9.47.10 Stormwater Management

Objectives

- O32** Stormwater management is integrated within the layout and design of the precinct without compromising the visual attractiveness of the public domain.
- O33** Streets and public open spaces are to perform a secondary stormwater management function in a manner that does not compromise their core functions for movement and recreation.



- O34** To ensure that stormwater management is appropriate to the site and to the proposed development.
- O35** Stormwater management results in the effective treatment and disposal of stormwater for the protection of property from flooding.
- O36** To retain additional stormwater/flood waters during stormwater/flooding events on key sites.

Controls

- C31** Proposed open spaces (including pocket parks) and landscaped areas are to incorporate deep soil zones for infiltration purposes and to reduce stormwater runoff.
- C32** Deep soil verges are to be provided as part of any street tree planting for stormwater infiltration purposes.
- C33** All drainage systems within the precinct are to be upgraded to a 1-in-20year capacity as redevelopment occurs.
- C34** 1:100 overland flow paths shall be provided over all Council or Sydney Water stormwater drainage systems.
- C35** All existing blocked overland flow paths must be opened and cleared.
- C36** Proposed development within the precinct is to be in accordance with Section 2.17 Water Sensitive Urban Design, Section 2.22 Flood Management, Section 2.25 Stormwater Management of this DCP and the report prepared for the precinct titled *Flooding and Stormwater Advice – Victoria Road Precinct Developer Contributions Plan - Prepared by Cardno for Inner West Council – dated 27 November 2018*.
- C37** Redevelopment sites at 1-19 Rich Street and 114-118 Victoria Road, Marrickville is to include a site specific water design solution that ensures additional stormwater / flood waters during storm / flooding events is retained in accordance with Sydney Water requirements.
- C38** Additional stormwater and flooding works on private land consistent with Figure 17 of the Victoria Road Precinct Contributions Sub Plan of Marrickville Development Contributions Plan 2014 is to be provided at no cost to Council.

Note: The abovementioned contributions plan includes the provision of a 0.9m culvert within the Wicks Park and Fitzroy St Sub Precinct.

9.47.11 Water Sensitive Urban Design (WSUD)

Objectives

- O37** To facilitate revitalisation of the Sydney Water Canal Corridor north of Rich Street as a pedestrian thoroughfare subject to Sydney Water's requirements.
- O38** To integrate the revitalisation program for the canal corridor with the overall movement network within the precinct and beyond.

Control

- C39** Development is to reflect interpretive signage on the history of the Sydney Water Canal in this location.



- C40** Development is to not obstruct or hinder public access to the interpretive signage on the history of the Sydney Water Canal in this location.
- C41** In addition to the requirements in *section 2.17 Water Sensitive Urban Design* of this DCP, any development is to be sensitive to the pedestrianisation of the canal subject to any requirements of Sydney Water.

9.47.12 Built Form

9.47.12.1 *Building height*

Maximum building heights within this precinct have been shown by number of storeys (Figure 16) and must be read in conjunction with the maximum building heights shown on the MLEP 2011 Height of Buildings Map and the indicative street sections in Section 9.47.7.4 Indicative street sections.

Objectives

- O39** Building heights visually reinforce Victoria Road's role as a commercial corridor.
- O40** Building heights are applied so as to ensure high levels of amenity, including enabling appropriate levels of solar access to key areas of the public domain such as Wicks Park.
- O41** Building heights contribute to the creation of a high density, urban neighbourhood character compatible with the precinct's inner city, transit accessible location.
- O42** Building heights are varied through the precinct to create a visually interesting urban form and skyline.
- O43** Building heights are consistent with the operational requirements of the Sydney Airport.
- O44** Building heights encourage a height and scale that transitions toward surrounding lower density areas.

Controls

- C42** Building height is in accordance with MLEP 2011.
- C43** Development is to be generally in accordance with *Figure 16: Building heights map*.

NB *Maximum building height per block is set by Marrickville LEP 2011. Figure 16 is intended to provide for variation of building height within each block to achieve the objectives of this part, and in particular diversity of building height. This means that not all buildings within a block will be able to be built to the maximum height in the LEP. The consent authority is to apply Figure 16 in a flexible way having regard to the objectives of this part.*

- C44** Buildings have a consistent street wall height along Victoria Road.
- C45** Building height must be read in conjunction with the indicative street sections for the relevant sub-precinct.
- C46** Building height ensures 50% of the total area of Wicks Park receives a minimum of 3 hours of direct sunlight from 9:00am to 3:00pm on 21 June (an example is provided in Figure 17).



- C47** Building height implements appropriate transition of height to existing lower density residential areas.
- C48** Buildings that address Sydenham Road are to be three-storeys, except on the corner of Victoria Road, where an increase in height is acceptable as part of the Victoria Road Corridor Sub-precinct.
- C49** Taller buildings are to be adjacent to Wicks Park where there is greater residential amenity and views.
- C50** Building separation distances for the Wicks Park Sub-precinct will not be less than the dimensions shown in figure 17 for indicative building blocks or as recommended by the NSW Apartment Design Guide, Part 2, to ensure that there is sufficient solar access, visual and acoustic privacy and natural ventilation.
- C51** Where a proposed development maximises the LEP floor space ratio for the site but does not achieve the maximum building height set out in figure 16, the LEP floor space ration control shall prevail.



Figure 16: Building heights map.



Figure 17: Wicks Park showing overshadowing due to indicative building block heights

- C52** For the Timber Yards Sub-precinct, the separation distances will be no less than the dimension shown in figure 18 for indicative building blocks or as recommended by the NSW Apartment Design Guide.
- C53** The indicative building envelopes in the Timber Yard precinct zoned as R4, R3, B4 in figures 18, 19 and table 6 shows the desired bulk of buildings. This is a guide for ensuring appropriate building bulk for amenities such as ventilation and natural lighting.

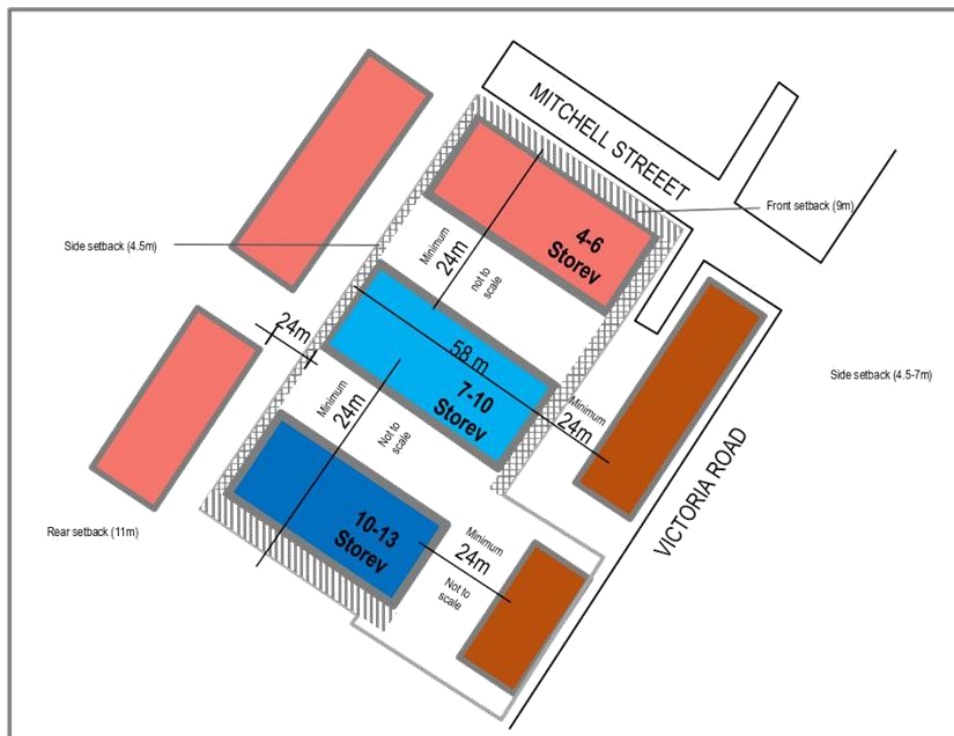


Figure 18: A segment of Timber Yards Sub-precinct of indicative building configurations showing the building separation distances and relationships to one another (the indicative configuration assumes an amalgamation of lots allowing for the building heights)



Figure 19: The building blocks in the Timber Yard Sub-precinct showing the indicative building blocks

Table 6 showing the building envelope dimensions of the indicative blocks in the Timber Yards Sub-precinct.

Block number	Building depth	Building height (m)	Comments
A	18-25	7-11	Medium density residential
B	18-25	15-20	Medium density residential- depth on first floor and above- 22m
C	18-25	24-56	High density residential- depth on first floor and above- 22m
D	18-25	15-24	High density residential- depth on first floor and above- 22m
E	20-30	15-23	Mixed-use- depth on first floor and above- 22m
F	20-30	15-23	Business development- depth on first floor and above- 22m
G	20-35	24-59	Mixed-use- depth on first floor and above-



			22m
H	20-35	24-40	Mixed-use- depth on first floor and above- 22m
K	20-35	15-120	Business development- depth on first floor and above- 22m
L	20-35	15-20	Business development- depth on first floor and above- 22m
M	18-25	7-11	High density residential- low rise in sympathy to Sydenham Road

9.47.12.2 *Building form and design*

Objectives

- O45** To create a physical street edge that clearly defines Victoria Road.
- O46** To ensure the design of buildings maximise visual interest and minimise the overall scale and bulk.
- O47** To ensure orientation of buildings address the street to maximise engagement with the public domain.
- O48** To ensure development defines the proposed street pattern within the precinct.
- O49** To ensure buildings are designed to minimise loss of acoustic amenity from aircraft operation
- O50** To encourage the provision of a central courtyard within the defined street blocks as a shared communal open space.
- O51** To ensure the design of ground level non-residential components within the Victoria Road Corridor, Timber Yards and Wicks Park Sub-precincts contributes to the streetscape and public domain with high-quality architecture, materials and finishes to encourage greater pedestrian activity within the public domain.
- O52** To minimise overlooking onto Marrickville Public School.

Controls

- C54** New development is to address existing and proposed streets, shared zones and publicly accessible open space.
- C55** Development is to be designed so as to ensure minimal overlooking onto Marrickville Public School and to maintain the amenity of the school property within the vicinity of the precinct.
- C56** Buildings are to be designed to maximise apartment orientation to adjoining private or public open spaces to optimise outlooks and views to areas of high amenity.
- C57** Buildings are to incorporate design measures to visually break long building facades through façade modulation.
- C58** Building facades are to be articulated within a cohesive overall design composition that incorporates measures such as:
 - i. recessed and / or projecting balconies;
 - ii. windows and other openings;
 - iii. sun control devices such as eaves, louvres and screens;
 - iv. privacy screens; and

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- v. blades or fins.
- C59** Buildings are to be designed in accordance with the provisions of Schedule 1: Victoria Road Precinct Aircraft Noise Policy.
- C60** High-quality communal open space is to be provided and designed to be usable and appealing to maximise activity and to provide pleasant views for residents.
- C61** The number of individual entries for ground floor apartments that are facing the public domain are to be maximised.
- C62** The length of building entry foyers is to be minimised.
- C63** Buildings are to be elongated and aligned with the indicative street blocks fronting Victoria Road to reinforce the commercial corridor.
- C64** Building design of mixed-use development along Victoria Road must avoid long sections of blank walls in order to positively contribute to the public domain.
- C65** For mixed-use development within the Wicks Park Sub-precinct:
 - i. the siting and orientation of taller buildings within the sub-precinct must ensure that Wicks Park receives sufficient solar access in accordance with Section 9.47.12.1 Building Heights; and
 - ii. buildings adjacent to Wicks Park are to have non-residential uses addressing Wicks Park for the full extent of the ground floor.
- C67** For showroom development:
 - i. an active street front is to be provided through glazed retail showrooms in order to establish a link between the public and private domain;
 - ii. development is to provide a minimum ceiling height of 3.5 metres on the ground floor; and
 - iii. development is to provide flexible open plan areas on the ground floor.

9.47.12.3 *Setbacks*

Objectives

- O53** To ensure that buildings along Victoria Road Corridor Sub-precinct create a coherent, human scale street wall.
- O54** To provide appropriate visual massing and amenity for residential dwellings and the public domain.
- O55** To ensure that development retains a high level of residential amenity, including allowing for appropriate public domain interfaces and solar and daylight access to dwellings and the public domain.
- O56** To ensure an adequate area is provided to support landscaping features along the streetscape.
- O57** To minimise potential adverse amenity impacts on public open space areas, Marrickville Public School and existing lower density residential areas surrounding the precinct.
- O58** To minimise visual bulk and scale of future development from the public domain.



Controls

- C68** Buildings are designed to comply with the ground and upper level setbacks outlined in *Figure 20: Ground and upper level setbacks map*.
- C69** Setbacks at the ground floor of residential streets create private outdoor recreation spaces that provide appropriate transition spaces between the private and public domains.
- C70** Taller building elements are setback from lower building elements to reduce the appearance of building bulk and scale and enable solar access to the public domain.
- C71** Roof lines may project into the upper level setback zone by 2 metres.
- C72** For buildings that address Wicks Park, balconies may project into the setback zone by 0.5 metres, provided that it achieves an articulated building facade within a cohesive overall design composition.
- C73** The setback to be provided to Marrickville Public School boundary is to be 9m.
- C74** Setbacks must be read in conjunction with the indicative street sections in *Section 9.47.7.4 Indicative street sections*.



Figure 20: Ground and upper level setbacks map



9.47.12.4 *Active frontages*

Objectives

- O59** To encourage active ground floor uses comprising a mix of non-residential uses to enhance activity along main streets.
- O60** To encourage greater pedestrian activity along Victoria Road in order to reinforce its role as a commercial corridor.
- O61** To promote the activation of new laneways with cafes, studios, boutique showrooms and smaller retail tenancies.
- O62** To ensure active frontages make a positive contribution to the public domain and streetscape.

Controls

- C75** The location of active land uses and frontages at ground level is to be generally in accordance with *Figure 21: Active frontages*.
- C76** Buildings that require active frontages are to be built to the street alignment.
- C77** Active frontages are to be designed with the ground floor level at the same level as the footpath.
- C78** Active frontages are to incorporate large areas of transparent glazing or other openings that enable clear sightlines between the public domain and internal areas, in particular those with high levels of activity such as reception, seating and dining areas.
- C79** Residential foyer entries are to be minimised along active frontages.
- C80** Development is to provide fixed awnings that are integrated with the overall design of the building along areas that have active ground floor uses.
- C81** For development along the Hans Place and Chalder Avenue extensions:
 - i. non-active ground floor uses may be acceptable if zoned B5 Business Development under Marrickville LEP 2011;
 - ii. notwithstanding Section 9.47.7.4, retractable awnings are to be provided along active street frontages.



Figure 21: Active frontages

9.47.13 Other Infrastructure

Objective

- O63** To provide high levels of visual and aesthetic amenity within the precinct.
- O64** To ensure service reliability and enhance efficiency in the provision of utilities within the precinct.
- O65** To ensure enhanced levels of public safety within the precinct

Control

- C82** All powerlines and utilities including telecommunication infrastructure are to be located underground in the redevelopment of the precinct facing Brompton Street, Chalder Lane and Chalder Street.

9.47.14 Operation of Sydney Airport

Objective

- O66** To ensure development and alterations and additions to existing buildings do not adversely affect the ongoing operation of Sydney Airport or its ability to grow in accordance with the airport's approved master plan.



Controls

- C83** New development, alterations and additions must not incorporate reflective materials as part of the walls, windows or roofing structure.
- C84** The maximum building height shall not exceed the LEP maximum heights, which should be measured in terms of Reduced Levels (RLs), not vertical distance from ground level (existing).
- C85** The maximum height of any building shall not exceed the OLS, PAN-OPS, or PAPI surfaces for the approach to Sydney Airport under any circumstances:
- For further advice on whether a building would penetrate the OLS, details of the proposed building, including elevation diagrams, building footprint set out using MGA94 co-ordinates, the location of the tallest elements including lift overruns, lightning masts etc, set out using MGA94 co-ordinates would need to be provided to make an accurate assessment;
 - Where construction cranes are required to operate at a height greater than that of the proposed development, approval for the operation of the construction equipment (i.e. cranes) is required to be obtained prior to commencement of construction.
- C86** Any building proposed greater than 15.24 metres in height shall be referred to Sydney Airport for comment.

9.47.15 Noise and Vibration

Objectives

- O67** To ensure development does not unreasonably impact on the amenity of residential and other sensitive land uses by way of noise or vibration.
- O68** To design and orientate residential development and alterations and additions to existing residential buildings in such a way to ensure adequate internal acoustic and visual privacy for occupants.
- O69** To maximise the provision of information to residents regarding aircraft noise.

Control

- C87** New development is to be in accordance with *Schedule 1: Victoria Road Precinct Aircraft Noise Policy*.

9.47.16 Social and community facilities

Objectives

- O70** To ensure social and community facilities are provided within the precinct to support the provision of social infrastructure such as for, school expansion and community halls as part of the ongoing growth and evolution of the Victoria Road Precinct.

Control

- C88** The location of community facilities such as for school expansion and community halls within the precinct are to be generally in accordance with *Figure 4: Indicative Masterplan*.



9.47.17 Waste Management

Objective

- O71 Minimise the disposal of construction and demolition waste going to landfill and encourage reuse and recycling.
- O72 Minimise the amount of waste disposal going to landfill during the operation of residential and non-residential developments and maximise resource recovery.
- O73 Ensure that waste collection operations are carried out with minimal disruption to traffic, pedestrians and amenity in a healthy and efficient manner. Waste and recycled material is to be managed, stored and presented for collection within the property boundary.
- O74 Facilitate re-use, recycling and energy recovery at the local level whenever possible.

Control

- C89 A Recycling and Waste Management Plan is to be prepared consistent with council's requirements set out in Schedule 2 and submitted with each development application.
- C90 A Recycling and Waste Management Plan is to address both the recycling and disposal methods of material generated during the demolition and construction phase; and the waste management practices associated with the collection and minimisation of waste during occupation once redevelopment has occurred.

9.47.18 Schedule 1 – Victoria Road Precinct Aircraft Noise Policy

This schedule outlines the objectives, design principles and design solutions relating to noise impacts on development proposals within the Victoria Road Precinct. Proponents for all development proposals within the Victoria Road Precinct are to be designed in accordance with the principles and design solutions set out below. Development applications are to be accompanied by adequate supporting technical information that demonstrates how the proposed development has been designed to meet the requirements of this Policy.

Objectives

- O75 To ensure that all development in the Victoria Road Precinct is designed to achieve an appropriate level of amenity for its occupants taking into consideration its land use.
- O76 To ensure that all residential development satisfies key necessary design criteria relating to building siting, design, building materials and facilities.
- O77 To ensure that development within the Precinct complies with Australian Standard AS 2021:2015.
- O78 To ensure that future residents within the Victoria Road Precinct are appropriately informed about aircraft noise within the Victoria Road Precinct.



- 079** To protect the ongoing operation of Sydney Airport and minimise the potential for reverse impacts from development within the Victoria Road Precinct.

9.47.18.1 *Building Design*

Effective mitigation against aircraft noise begins with the fundamentals of design. Effective and thoughtful use of site layout, orientation, internal building configuration and apartment design can significantly assist with laying the foundations to ensuring high-quality amenity is achieved for future occupants of buildings. Table 1.1 sets out the design principles and solutions for achieving effective design for development within the Victoria Road Precinct.

Table 1.1: Building Design

Design Principles		Design Solution	
DP1	To minimise the level of noise exposure to future development.	The following design solutions are to be achieved for development:	
DP2	To ensure buildings are designed to respond to site specific aircraft noise constraints taking into consideration site layout, building orientation, building configuration and apartment design.	DS1	The site layout and orientation of buildings must be designed to minimise potential noise exposure from aircraft.
DP3	To ensure that occupants of buildings, particularly residents of residential building, are afforded an appropriate level of internal amenity in accordance with AS 2021.	DS2	The internal configuration of residential buildings are to be designed to minimise the number of apartments facing toward the flight path.
DP4	To ensure that all dwellings are provided with adequate and useable private amenity space.	DS3	Apartment layouts are to be configured so that less sensitive non-habitable rooms and spaces (e.g. bathrooms, kitchens, laundries, hallways) are positioned along facades that have a higher level of noise exposure.
DP5	To allow flexibility in the balance between ventilation and sound insulation taking into consideration the precinct specific constraints.	DS4	Building facades are to be designed to minimise potential acoustic impacts (e.g. double brick cavity design will be more appropriate in the Victoria Road Precinct than extensive glazed facades), whilst still achieving a high-quality design outcome.
		DS5	Building rooftops are to be designed to mitigate sound exposure to the internal components of the building (e.g. pitched tiled roof with insulation would be more appropriate than a flat sheet metal roof without insulation).

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Design Principles		Design Solution	
		DS6	Where winter gardens are provided in place of balconies, they must be designed with an operable glazing system (e.g. louvres or sliding screens) that allows for natural ventilation if desired by the occupier.

9.47.18.2 *Building Materials and Treatments*

Use of the correct building materials is essential to ensure the internal acoustic environment for development within the Victoria Road Precinct is conducive with its intended land use and achieves the necessary internal noise goals in accordance with AS 2021. The following section sets out the relevant internal noise goals, outlines the acoustic performance requirement of key building elements and provides illustrative examples on how an apartment/building might be designed to satisfy these requirements.

Table 1.2: Internal noise requirements

Design Principles		Design Solution	
DP1	To ensure that all buildings are designed with materials and treatments that appropriately insulate against aircraft noise to achieve internal noise levels in accordance with AS 2021.	DS1	Building materials are to be selected to achieve appropriate construction acoustic performance ratings taking into consideration the intended land use and site specific noise exposure level.
		DS2	Internal noise levels of development within the Victoria Road Precinct are to have internal noise levels no greater than the identified maximum noise values when an aircraft passes overhead:
		Building Type and Activity	Indoor LSmax Design Sound Level, dB(A)
		Houses, home units, flats, caravan parks	
		Sleeping areas, dedicated lounges	50
		Other habitable spaces	55
		Bathrooms, toilets. Laundries	60
		Hotels, motels, hostels	
		Relaxing, sleeping	55
		Social activities	70
		Service activities	75
		Schools/universities	
		Libraries, study areas	50
		Teaching areas, assembly areas	55
		Workshop, gymnasium	75
		Hospitals, nursing homes	

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Design Principles	Design Solution																																
	<table> <tr> <td>Wards, theatres, treatment and consulting rooms</td><td>50</td></tr> <tr> <td>Laboratories</td><td>65</td></tr> <tr> <td>Service areas</td><td>75</td></tr> <tr> <td colspan="2">Public buildings</td></tr> <tr> <td>Churches, religious activities</td><td>50</td></tr> <tr> <td>Theatres, cinemas, recording studios</td><td>40</td></tr> <tr> <td>Court houses, libraries, galleries</td><td>50</td></tr> <tr> <td colspan="2">Commercial buildings, offices, shops</td></tr> <tr> <td>Private offices and conference rooms</td><td>55</td></tr> <tr> <td>Drafting, open houses</td><td>65</td></tr> <tr> <td>Typing, data processing</td><td>70</td></tr> <tr> <td>Shops, supermarkets, showrooms</td><td>75</td></tr> <tr> <td colspan="2">Industrial</td></tr> <tr> <td>Inspection, analysis, precision work</td><td>75</td></tr> <tr> <td>Light machinery, assembly, bench work</td><td>80</td></tr> <tr> <td>Heavy machinery, warehouse, maintenance</td><td>85</td></tr> </table>	Wards, theatres, treatment and consulting rooms	50	Laboratories	65	Service areas	75	Public buildings		Churches, religious activities	50	Theatres, cinemas, recording studios	40	Court houses, libraries, galleries	50	Commercial buildings, offices, shops		Private offices and conference rooms	55	Drafting, open houses	65	Typing, data processing	70	Shops, supermarkets, showrooms	75	Industrial		Inspection, analysis, precision work	75	Light machinery, assembly, bench work	80	Heavy machinery, warehouse, maintenance	85
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Inspection, analysis, precision work	75																																
Light machinery, assembly, bench work	80																																
Heavy machinery, warehouse, maintenance	85																																

Below is guidance on how the required internal noise levels might be achieved for a proposed development within the Victoria Road Precinct. Table 1.3 lists construction acoustic performance ratings (or weighted sound reduction index, R_w) for individual building elements. These performance ratings are minimum requirements and are to be used as the base starting point for development proposals within the Victoria Road Precinct. There are five categories of acoustic performance, with Category 1 being the least onerous and Category 5 the most onerous.

Table 1.3: Construction Acoustic Performance rating

Category	Windows/ Sliding Doors	Facade	Roof	External Door	Floor
1	24	38	40	28	29
2	27	45	43	30	29
3	32	52	48	33	50
4	35	55	52	33	50
5	43 to 47	55	55	40	50

Note 1: Floor R_w only apply to ground floor.
Source: Sydney Airport masterplan

The five categories can be characterised in general terms with respect to an everyday familiar situation (e.g. house 10m from a 60/70km/h street) as follows:



- i. **Category 1** – road with a daily average traffic volume of 800-2,500 vehicles, typically a minor collector road serving less than 100 houses with no through traffic (this is a relatively standard light weight clad dwelling construction with standard glazing);
- ii. **Category 2** – road with a daily average traffic volume of 2,500-7,500 vehicles, typically a collector/ distributor road serving 200 to 250 dwellings with some through traffic, e.g. Victoria Road, Bellevue Hill;
- iii. **Category 3** – road with a daily average traffic volume of 7,500-18,000 vehicles, e.g. King Street, Newtown (this dwelling is 'middle' of the categories having brick veneer facades, laminated glazing and roof insulation);
- iv. **Category 4** – road with a daily average traffic volume of 18,000-30,000 vehicles, e.g. Beecroft Road, Cheltenham; and
- v. **Category 5** – road with a daily average traffic volume of 30,000-60,000 vehicles, e.g. Princess Highway, Tempe (this is a well-constructed double masonry dwelling with double glazing, acoustic seals, double ceiling lining and insulation).

Source: Volume ranges adopted from "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008.

Tables 1.4 to 1.6 below illustrates possible construction methods/treatments for achieving the required sound reduction levels set out in **Table 1.3**. The construction methods/ treatments set out in these tables do not represent the only design solution capable to provide the necessary sound reduction. They are therefore to be used as a guide only.

Table 1.4: Windows and sliding doors construction methods/ treatments

Category	Min Rw	Construction
1	24	Openable with minimum 4mm monolithic glass and standard weather seals.
2	27	Openable with minimum 6mm monolithic glass and full perimeter acoustic seals.
3	32	Openable with minimum 6.38mm laminated glass and full perimeter acoustic seals.
4	35	Openable with minimum 10.38mm laminated glass and full perimeter acoustic seals.
5	43	Openable Double Glazing with separate panes: 5mm monolithic glass, 100mm air gap, 5mm monolithic glass with full perimeter acoustic seals.
6	47	Openable Double Glazing with separate panes: 6mm monolithic glass, 150mm air gap, 4mm monolithic glass with full perimeter acoustic seals.

Source: "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008. 2. EMM database.

Table 1.5: Facade / elevation construction methods/ treatments

Category	Min Rw	Construction
1	38	Timber Frame or Cladding: 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally. Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.



Category	Min Rw	Construction
		Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap.
2	43	Timber Frame or Cladding: 6mm fibre cement sheeting or weatherboards or plank cladding externally, 90mm deep timber stud or 92mm metal stud, 13mm standard plasterboard internally with R2 insulation in wall cavity.
		Brick Veneer: 110mm brick, 90mm timber stud frame or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap.
3	52	Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame, 10mm standard plasterboard internally.
		Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap.
4	55	Brick Veneer: 110mm brick, 90mm timber stud or 92mm metal stud, minimum 50mm clearance between masonry and stud frame.
5	55	Double Brick Cavity: 2 leaves of 110mm brickwork separated by 50mm gap with cement render to the external face of the wall and cement.

Source: "Development near rail corridors and busy roads - Interim guideline", NSW Department of Planning, December 2008.

Table 1.6 – Roof / Ceiling construction methods / treatments

Category	Min Rw	Construction
1	40	Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R1.5 insulation batts in roof cavity.
2	43	Pitched concrete or terracotta tile or metal sheet roof with sarking, 10mm plasterboard ceiling fixed to ceiling joists, R2 insulation batts in roof cavity.
		Low slope metal roof, timber or steel purlins, furring channels, 2 x 16mm Gyprock Fyrchek plasterboard, R2.5 insulation batts in roof cavity.
3	48	Pitched concrete or terracotta tile or sheet metal roof with sarking, 1 layer of 13mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.
4	52	Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layers of 10mm sound-rated plasterboard fixed to ceiling joists, R2 insulation batts in roof cavity.
5	55	Pitched concrete or terracotta tile or sheet metal roof with sarking, 2 layers of 10mm sound-rated plasterboard fixed to ceiling joist using resilient mounts, R2 insulation batts in roof cavity.

9.47.18.3 Illustrative Examples

Using the above principles, guidelines and treatments, the following indicative floor layouts (Figure 1.1) illustrate how a future residential development within the Victoria Road Precinct could be designed to respond to this Noise Policy and other key relevant acoustic requirements.



It is important to note that the acoustic requirements do not result in the need to design an apartment in a particular way. As demonstrated by the illustrative examples, numerous designs and layouts can still be achieved whilst adhering to the principles and requirements set out in this Noise Policy.

The examples below illustrate different ways in which an apartment can be designed, for instance, the inclusion of a wintergarden vs the use of a balcony to provide open space, and the positioning of living areas, kitchens and bathrooms.



Figure 1.1 - Indicative Floor Layouts
Source: Turner Studio

9.47.18.4 Residential Facilities

Noise impacts from aircraft within the Victoria Road Precinct are likely to affect the attractiveness and usability of external communal space within residential



developments. Use of the external communal space may not be appropriate in cases where this involves quieter activities such as reading, quiet contemplation or relaxing.

In recognition of the fact that the amenity of external communal space is diminished due to aircraft noise, it is considered appropriate that development within the Victoria Road Precinct be required to provide other indoor facilities that will help to offset these impacts, and ensure that all development afford its residents with a variety of communal spaces and facilities to support their recreational and leisure needs. Table 1.7 below outlines these requirements.

Table 1.7: Indoor Communal Space

Design Principles		Design Solution	
DP1	To ensure that residential flat buildings incorporate communal facilities to support a high level of amenity for residents.	DS1	Indoor communal open space is to have a combined minimum gross floor area of 40m ² ratio or 1m ² per apartment, whichever is larger. The maximum requirement for indoor communal space is 250m ² .
DP2	To ensure that a proportion of communal open space occupants of residential flat buildings is appropriately insulated against noise impacts.	DS2	Indoor communal facilities can comprise one or more rooms, areas or facilities. Key examples may include: <ul style="list-style-type: none"> • Music/sound rooms; • Gymnasium; • Indoor pool; • Greenhouse/conservatory; • Games room; • Cinema / media room; • Function room / meeting room; • Multi-purpose room; and • Shed / workshop.
DP3	To ensure that residents have access to useable indoor communal facilities and outdoor communal open space.		
DP4	To encourage flexibility in the way that communal space and facilities are provided within development.	DS3	Indoor communal facilities provided in accordance with this Noise Policy does not negate or substitute the need to provide landscaping and communal open space in accordance with SEPP 65 and the Apartment Design Guide.
		DS4	The internal noise level of indoor communal facilities is to be no greater than those recommended in AS2021 based on closely matched categories and intended use (e.g. 70dB(A) L _S max for areas commensurate with social activities in a hotel facility).
		DS5	Indoor communal facilities are to be designed with a particular purpose/function in mind and this purpose is to be indicated on the plan. Where a multi-purpose room is proposed, this room is to be provided with appropriate facilities including seating, tables, toilets and a kitchenette.
		DS6	Communal toilet/s are required to service the indoor communal



Design Principles	Design Solution
	facilities.



9.47.18.5 *Implementation and Management*

The following outlines the implementation and management measures that are to be put in place to ensure that development is designed in accordance with the Noise Policy and any approved plans and conditions. In addition, it also sets out the requirements relating to the ongoing implementation, management, information sharing and the raising of awareness for all matters associated with aircraft related noise impacts on the Victoria Road Precinct.

Table 1.8 - Implementation and Management

Design Principles		Design Solution	
DP1	To ensure that development incorporates all the necessary approved acoustic insulation treatments and measures.	DS1	A Noise Impact Assessment Report is to be submitted with any development application for a building.
		DS2	At Construction Certificate stage, there is to be written verification from an appropriately qualified acoustic expert that the noise mitigation measures approved as part of the development application have been incorporated into the detailed construction plans.
		DS3	Prior to Occupation Certificate being issued final sign-off is to be obtained from an appropriately qualified acoustic consultant confirming that the building materials and acoustic treatments have been constructed in accordance with the detailed construction plans.
DP2	To ensure that occupants of buildings are informed about aircraft noise and how this affects the	DS4	Aircraft Noise Information Packs are to be provided to any potential purchaser as part of the Contract of



Design Principles		Design Solution	
	Victoria Road Precinct prior to purchasing a property.		Sale. All Contracts of Sale are to include a clause that specifies that the prospective of purchaser has read and acknowledges the contents within the Aircraft Noise Information Pack .
DP3	To ensure that information about aircraft noise is readily available for residents, property and business owners within the Victoria Road Precinct.	DS5	A community notice board is to be provided in the common lobby area for all residential flat buildings. An information notice about Aircraft Noise is to be provided on the community notice board at all times.
DP4	To encourage flexibility in the way that communal space and facilities are provided within development.	DS6	<p>The Aircraft Noise Information Packs are to contain the following information:</p> <ul style="list-style-type: none"> • An explanatory note on aircraft noise and how it may affect living within the Victoria Road Precinct; • An explanation of the policies and controls that govern aircraft noise; • An explanation of Sydney Airport's operations and its relationship to the Victoria Road Precinct; • TA map of the current/latest ANEF Contours in relation to the site; and • A link to the most recent aircraft master plan published by Sydney Airport, which can be downloaded from https://www.sydneyairport.com.au/corporate/planning-and-projects/master-plan (Chapter 14 Noise Management). • Existing numbers of aircraft movements (morning, daytime and evening) and existing periods of respite from aircraft movements (morning, daytime and evening), consistent with the most recent Sydney Airport Operational Statistics report published by Airservices Australia and available from www.airservicesaustralia.com. • Forecast numbers of aircraft movements (morning, daytime and evening) and forecast periods of respite from aircraft movements (morning, daytime and evening), sourced from the most recent airport master plan published by Sydney Airport and available from www.sydneyairport.com/corporate/planning-



Design Principles		Design Solution	
			and-projects/masterplan. • A copy each of the following aircraft noise mapping charts, as published in the most recent airport master plan published by Sydney Airport: <i>Australian Noise Exposure Forecast</i> • Frequency-based aircraft noise charts for the periods 6am to 11pm (N70) and 11pm to 6am (N60).
		DS7	A copy of the Draft Aircraft Noise Information Pack is to be submitted with any development application for a building.

9.47.18.6 *Dictionary*

The terms used in this Policy are defined in the Standard Instrument – Principal Local Environmental Plan. Additional definitions that apply to this Noise Policy include:

1. Aircraft Noise Exposure Forecast (ANEF) – contour maps that show a forecast of aircraft noise levels that are expected to exist in the future. They are prepared for all of the major and regional airports (in this case Sydney Airport) that have a large number of annual movements;

Aircraft Noise Exposure Index (ANEI) – contour maps that show actual historical aircraft noise levels over a given period of time;

Aircraft Noise Information Pack (ANIP) – A package of information that is collated and used as the basis for informing all new residents, property and business owners about how aircraft noise affects land within the Victoria Road Precinct, including their property. At a minimum the ANIP must include:

- i. the airports hours of operation and likely times that aircraft noise will affect the Victoria Road Precinct;
- ii. likely average number of aircraft movements per day;
- iii. aircraft noise affecting the Victoria Road Precinct;
- iv. a list of the material treatments used in the construction of the building;
- v. a map of the current/latest ANEF Contours in relation to the site; and
- vi. a plan of the apartment/building confirming the building materials and acoustic mitigation measures in accordance with the approved plans and documents.

Indoor Communal Facility – a communal facility that is provided for the benefit of all inhabitants within a residential flat building. The communal facility is accessible by all members of the residential development and is a facility able to be used for communal recreational and leisure purposes. Key examples may include:

- i. Music/sound rooms;
- ii. Gymnasium;
- iii. Indoor pool;
- iv. Greenhouse/conservatory;
- v. Games room;



- vi. Cinema / media room;
- vii. Function room / meeting room;
- viii. Multi-purpose room; and
- ix. Men's shed / workshop.

Victoria Road Precinct – the area of land to which this Policy applies as shown in Section 9.47.1.1 of the Victoria Road Precinct (Precinct 47) DCP.

9.47.19 Schedule 2 - Requirements for Recycling and Waste Management Plans

Development application should be accompanied by a Recycling and Waste Management Plan that shows how recycling and waste is to be managed in the precinct. The objective of the Management Plan is to:

- 1. Reduce construction and demolition waste from the precinct going to any landfill.
- 2. Reduce of waste that is generated in the day-to-day activities of a development in the precinct from going to landfill.
- 3. Maximise resource recovery from development activities in the precinct.
- 4. Ensure that waste from developments in the precinct is collectable and disposable in a way that is sustainable (healthy, efficient, minimises disruption to amenity in the precinct and local government area, and contributes to overall reduction of waste).

9.47.19.1 Waste and Recycling Management Plans

The Management Plan will include the following:

- 1. Drawings of the proposed development that show:
 - i. Location and space for waste management systems, including recycling methods and storage areas for bulky and problem waste.
 - ii. Locations of nominated collection points for operational servicing of the development. Collection should occur within the boundary of the development and should be minimised. Where collection is in the basement, all swept paths must be shown in the plans. On street collection points should be within 10m of the street kerb with no gradient or layby. No collection of bins is meant to occur on the street.
 - iii. The proposed path of access for occupants, users and collection vehicles of waste generated in the development.
 - iv. Sufficient space to store 660L bins with good access and space for manoeuvrability.
- 2. In relation to construction and demolition waste, the following are to be provided:
 - i. Details on how waste is to be minimised in a development.
 - ii. Estimations of the quantities and kinds of materials that are to be re-used or left over for removal from the development site.
 - iii. Details on likely quantities of waste to be produced.
 - iv. Targets for recycling and reuse of waste.
- 3. In relation to collection and minimisation of waste during occupation, the following is to be provided:



- i. Information on the waste storage areas to enable source separation of bulky waste, e-waste and other streams.
- ii. Details of operational management of storage and collection of waste and recycling, responsibilities for cleaning, transfer of bins between storage and collection areas, maintenance of signage and security of storage areas.
- iii. A summary (where appropriate) for occupants to inform them of waste and recycling management arrangements.
- iv. Details on sufficient kitchen space in residential development for separation of organic food waste to separate collection or local processing.

9.47.20 Schedule 3- Council Nominated Amalgamation Blocks

Inner West Council nominated amalgamation blocks in the precinct are presented in this schedule as maps showing the individual lots that form each amalgamation block.

9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)



9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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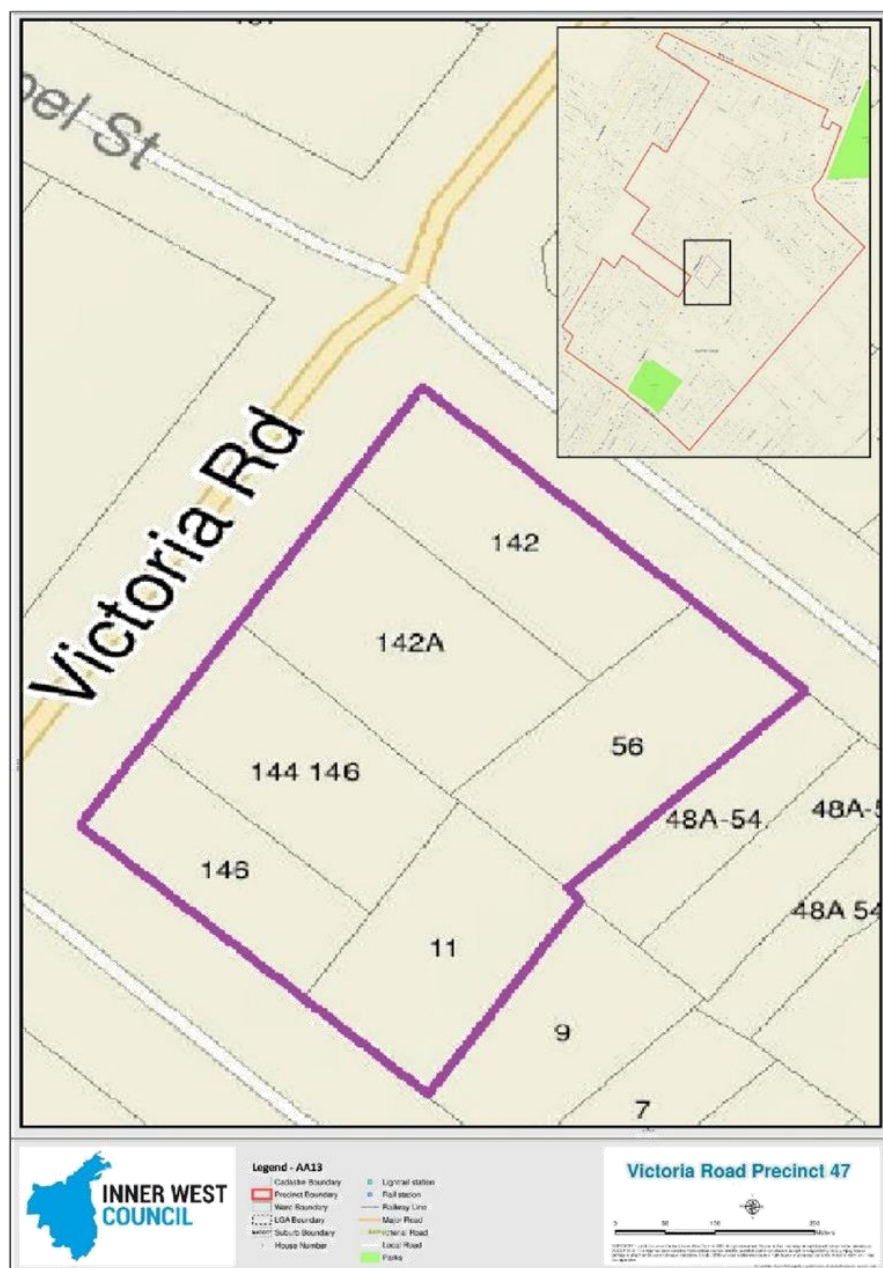
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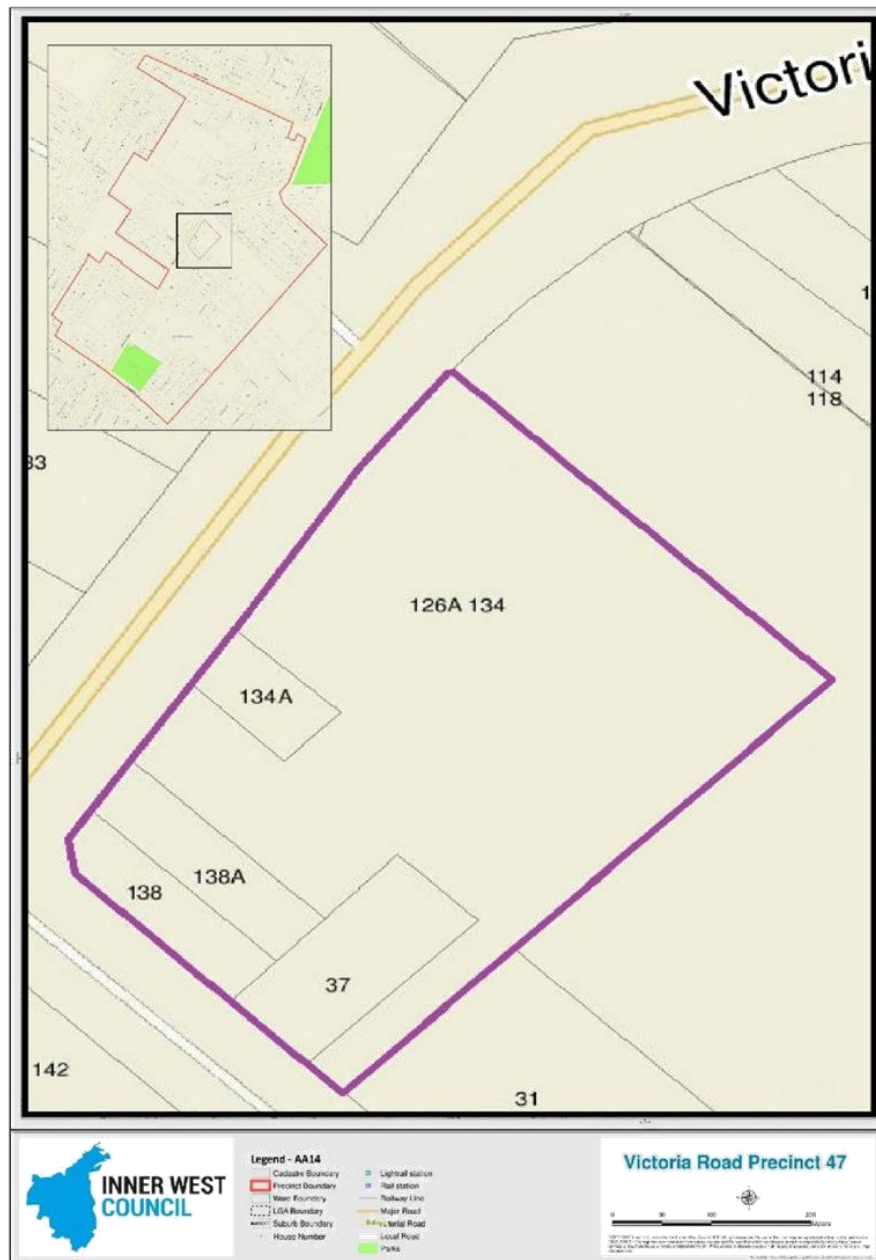
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9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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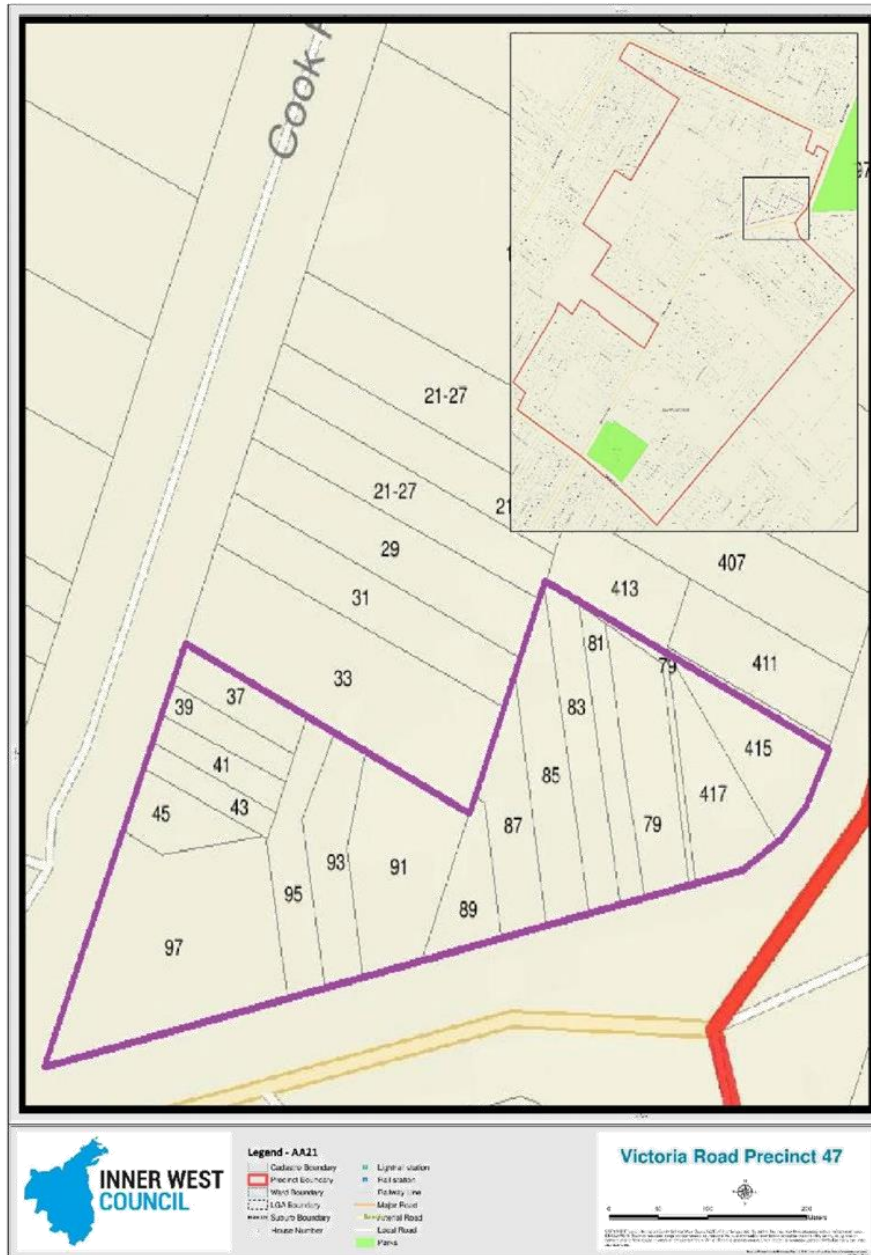




9.47 Victoria Road (Precinct 47)

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9.47 Victoria Road (Precinct 47)

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Precinct 47 - Victoria Road Precinct

Traffic and Transport Needs Analysis

80019016



Prepared for
Inner West Council

9 November 2018



Precinct 47 - Victoria Road Precinct
Traffic and Transport Needs Analysis

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1 Introduction

1.1 Background

Inner West Council has engaged Cardno to prepare a traffic and transport needs analysis for the Victoria Road precinct in Marrickville (generally known as Precinct 47). Precinct 47 has been subject to a land rezoning, and a development control plan (DCP) has been adopted. Among key objectives, the adopted DCP outlines that the future vision involves a long term transition of the precinct into a vibrant and sustainable mixed use precinct. This report will inform a developer contributions plan for transport infrastructure for the site.

A land use schedule provided by Council indicates that Precinct 47 will be subject to considerable uplift in the medium-to-long term. It is envisioned that the site will be subject to development of approximately 257,000sq.m of commercial and residential floor space. This will be comprised of approximately 133,000 sq.m of commercial floor space and 124,000sq.m of residential floor space. A more detailed development schedule is described in **Section 4.2**.

This report has been commissioned to assess and evaluate traffic and transport needs for the precinct with consideration of the forecast uplift. This includes a review of documentation, an assessment of the existing transport network surrounding the precinct, and the net change in traffic conditions with the forecast land use schedule.

An infrastructure schedule and strategic costing exercise has been undertaken to identify additional transport network requirements to satisfy Council's directive that "as a minimum, the current level of service should be maintained within the Precinct with the increased development ... [and that] ...the Precinct should be no worse off, from a traffic and transport viewpoint, with the increased development¹". The costs have also need to be apportioned between Government and the respective developers to draft a developer contributions plan.

1.2 Location and context

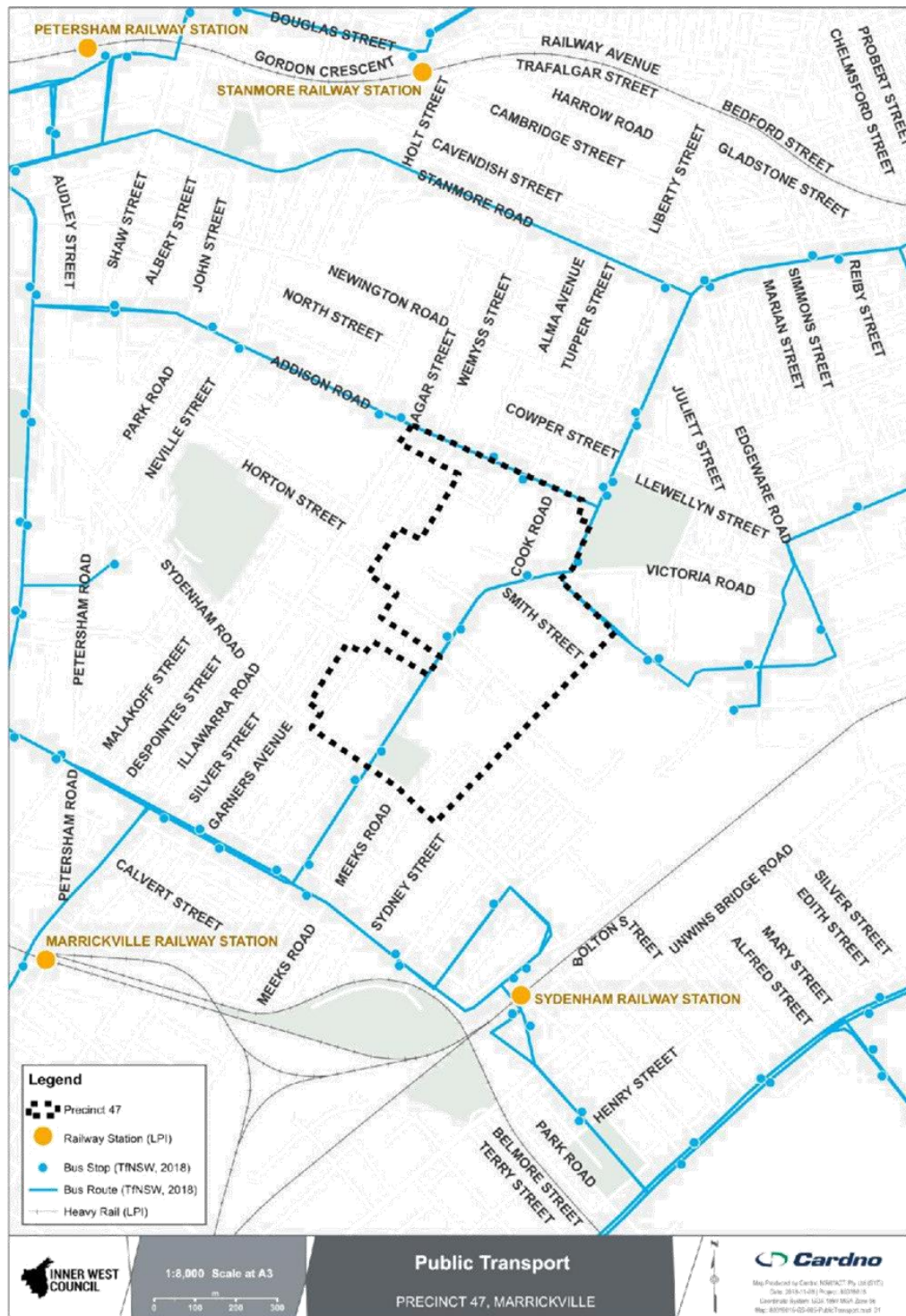
Precinct 47 is located wholly within Fitzroy Street to the east, Illawarra Road to the west, Sydenham Road to the south and Addison Road to the north. The study area is predominantly light industrial land use purposes. An regional context image of the precinct is shown in **Figure 1-1** and a localised image of the precinct is shown in **Figure 1-2**.

¹ Feedback received from IWC Engineers



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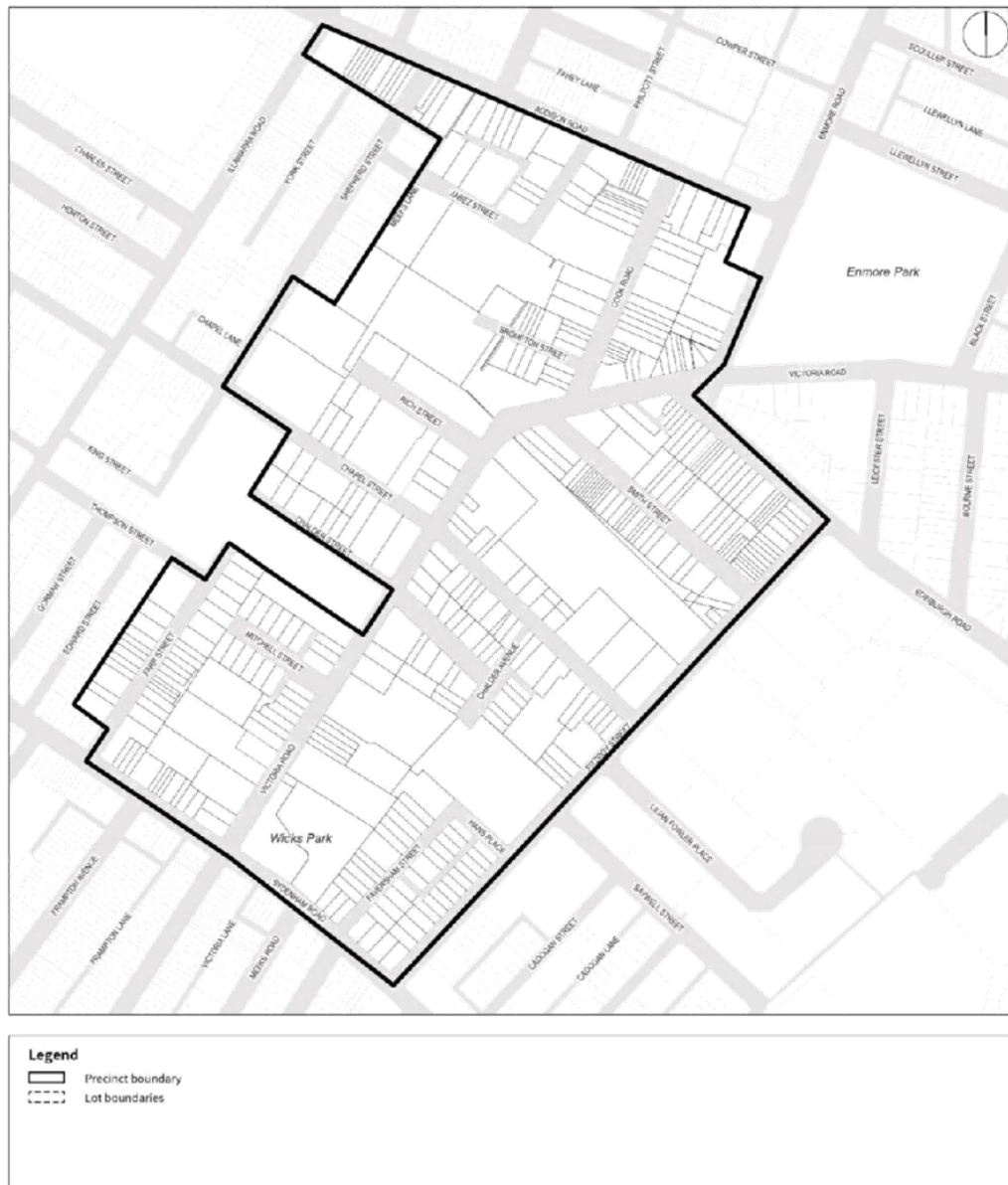
Figure 1-1 Regional context





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Figure 1-2 Location context



Source: Victoria Road Precinct DCP, pg. 1, IWC, April 2018



1.3 Report structure

The report is structured as follows:

- > **Section 1:** Introduction: an overview of the study area, study purpose and objectives,
- > **Section 2:** Background document review: an overview of existing key policy and planning documents,
- > **Section 3:** Existing conditions: an overview of existing traffic and transport conditions for the site,
- > **Section 4:** Future conditions: an overview of the future development proposal,
- > **Section 5:** Scenario modelling: an assessment of the traffic and transport implications for the development proposal,
- > **Section 6:** Infrastructure schedule: outline of the traffic and transport infrastructure schedule which satisfies the place making and transport vision
- > **Section 7:** Cost estimation: a strategic cost estimate of works, including the apportionment of the schedule, and
- > **Section 8:** Conclusion.



2 Background document review

2.1 State context

The following State Government documents were reviewed for relevance and policy strategy to the Precinct 47 transport network.

2.1.1 Future Transport 2056, Transport for New South Wales

Future Transport 2056 (Future Transport) was released in early 2018, with the objective of ensuring that the Greater Sydney area is prepared for rapid changes in technology and innovation, in order to create and maintain a world class, safe, efficient, and reliable transport system over the next 40 years. It outlines a comprehensive strategy that focuses on how people and goods will be transported around the state, including details of the proposed infrastructure and initiatives.

The vision is built on six outcomes:

- > Customer Focus;
- > Successful Places;
- > A Strong Economy;
- > Safety and Performance;
- > Accessible Services; and
- > Sustainability.

With respect to tying land use and transport planning, Future Transport notes that *'The best places take time and strong partnerships to develop and flourish. Integrated land use and transport planning can activate public spaces, corridors and networks, and positively impact the delivery of health, education and local government services. Transport can improve the liveability and character of places across the state, achieve wider benefits from investment and encourage more desirable patterns of development'* (p. 6).

An initiative for investigation within ten years for the LGA is the Eastern Suburbs to Inner West rapid bus link, but it is unclear as to whether this would serve the site.

Key Outcomes

- The integration of transport planning and land use planning can enhance the livability of areas; and
- New rapid bus links are proposed between the eastern suburbs and inner west.

2.1.2 A Metropolis of Three Cities, Greater Sydney Commission

The Greater Sydney Region Plan, *A Metropolis of Three Cities*, is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. This is consistent with the 10 Directions in *Directions for a Greater Sydney*, which establish the aspirations for the region over the next 40 years. The vision brings new thinking to land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.

The plan states that residents will have quick and easy access to jobs and essential services, and that housing supply and choice will increase to meet the growing and changing needs of the community. Importantly for this study, infrastructure will be sequenced to support growth and delivered concurrently with new homes and jobs. The plan also aims to develop a Greater Sydney Green Grid, a network of walking and cycling links that will become increasingly important in improving sustainability and wellbeing of residents. The plan promotes collaboration between all levels of government and key stakeholders in order to achieve its vision.

Key Outcomes

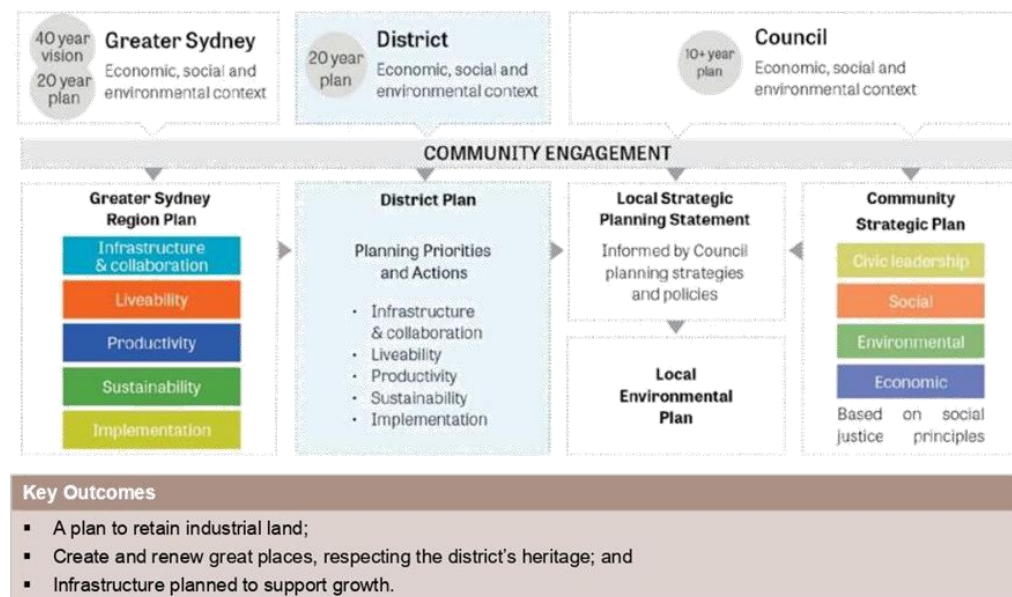
- Concept of living and working within 30 minute cities;
- Infrastructure will be delivered alongside the development of housing; and
- Development of walking and cycling green grid.

2.1.3 Eastern City District Plan, Greater Sydney Commission

In the Commission's vision for a *Metropolis of Three Cities*, the Eastern City is positioned as Australia's global gateway, playing a key role in the creation of knowledge jobs in professional services, finance, health and education. The District Plan provides the Eastern City with a 20-year economic, social, and environmental plan to inform growth and realise the vision for Greater Sydney.

The District Plan is designed to support councils in managing growth and change, and informs local strategic plans as well Local Environmental Plans (LEPs). It also provides the private sector and broader community with an understanding of how this growth and change will be managed. An overview of the hierarchy and relationship between regional, district, and local plans is shown in **Figure 2-1**.

Figure 2-1 Relationship between regional, district, and local plans



2.2 Local government area context

The following Local Government documents were reviewed for relevance to the Precinct 47 transport network.

2.2.1 Our Inner West 2036 Community Strategic Plan, June 2018

The Inner West Council Community Strategic Plan is a high level vision for the future of the LGA. The Plan is structured around five strategic directions which include ecological sustainability, liveable, networked neighbourhoods, strong economy and healthy communities.

Transport Strategies to achieve these directions include:

- > Developing a transport network that runs on clean renewable energy;
- > Investigate innovative and creative solutions to existing transport issues;
- > Plan for and provide public transport infrastructure that aligns with population growth; and
- > Deliver integrated and safe public and active transport infrastructure.

A major challenge for the LGA is population growth. It is forecast that by 2036, the current population will grow by 20 per cent to 228,000 people, and the number of dwellings will increase by 8,500 to 98,198. Another challenge is limited public transport links within the LGA itself, and public transport accessibility.



Key relevance of the Plan

- Transport strategies include a move to renewable energy sourced public transport, innovation, safety and catering for population growth; and
- Key challenges for the study area are increased population growth and number of dwellings, and public transport accessibility within the Inner West LGA.

2.2.2 Marrickville Council Integrated Transport Strategy, 2007

The Marrickville Integrated Transport Strategy was published in August 2007 and details a holistic overview of all transport modes and transport requirements. It details the concept of promoting sustainable transport by reducing car use and increasing public transport, walking and cycling. Important trends are also identified in the document such as public transport use being high by Sydney standards, high walking and cycling mode share (and the need to fund these equitably), public transport use tends to be highest in high density areas and car ownership does not always correlate with car use.

Key transport actions from Strategy

- The document is strongly oriented towards promoting sustainable transport options;
- The location of Marrickville means a high prevalence of through traffic from external LGAs;
- Sustainable transport "threatened by traffic growth and inadequate public transport [in some instances]";
- The need to "develop public domain plans that promote sustainable transport in accessible areas";
- "Review Council's S94 Contributions Plan to increase funding for sustainable transport"; and
- Manage parking supply in accessible areas.

2.3 Precinct context

The following site specific plans and documents were reviewed for relevance to the Precinct 47 transport network.

2.3.1 Gazettal of Victoria Road Precinct LEP Amendment No. 14, Greater Sydney Commission, December 2017

This amendment to the Marrickville LEP refers to development on certain land on Victoria Road, Marrickville. The objective is to manage the transition from industrial to residential and commercial land uses. Consent for this new development can only be granted if a development control plan is created that acknowledges road and intersection upgrades, cycle infrastructure and other transport connections.

Key relevance of the document

- Proposed development applications in Precinct 47 must also consider road and intersection upgrades, cycle infrastructure and other connections.

2.3.2 Traffic and Transport Assessment, Hyder, May 2014 and July 2015

2.3.2.1 May 2014 Report

A preliminary traffic and transport assessment was prepared by Hyder Consulting. The development was forecast to yield 3,080 dwellings and 66,842sq.m of mixed use GFA. Based on the development yield, 2,505 gross peak hour trips were forecast. In net terms, a traffic generation of 904 vehicles per peak hour was concluded. The report proposed utilising Victoria Road as the main access corridor.

2.3.2.2 July 2015 Report

A traffic and transport assessment was prepared by Hyder Consulting. The development was forecast to yield 1,312 dwellings and 120,751sq.m of mixed use GFA. Based on the development yield, 2,664 gross peak hour trips were forecast. In net terms, a traffic generation of 1,063 vehicles per peak hour was concluded. The report proposed utilising Victoria Road as the main access corridor.

Key relevance of the assessment

- The precinct has been subject to various iterations of traffic and transport reports.
- The reports propose utilising Victoria Road as the main access road.
- The July 2015 report suggests that WestConnex may divert traffic from Victoria Road.
- The July 2015 report proposes an intersection upgrade at Victoria Road/Sydenham Road which is not feasible.



2.3.3 Victoria Road Precinct Remodelling Report, PTC, May 2018

PTC prepared a Traffic and Transport Assessment Study to inform discussions about required transport network upgrades to support the uplift of Precinct 47 to mixed business and residential uses. The key objectives of this study were to:

- > Identify traffic and transport issues the proposed rezoning is likely to experience;
- > Identify accessibility of the site considering public and active transport;
- > Predict and assess future traffic generation; and
- > Identify appropriate traffic management and network improvements.

Key relevance of the assessment

Some key findings from this assessment include:

- The proposed development would generate approximately 2,664 vehicle trips in a peak hour period, resulting in a net increase of 1,063 vehicle movements per peak hour; and
- A more detailed modelling assessment is required for further progression of development applications.

2.3.4 Preliminary Review of Planning Proposal, McLaren Traffic Engineering

- > McLaren Traffic Engineering provided a peer review of the Hyder Traffic and Transport Assessment for the Precinct 47 Rezoning Proposal.

Key relevance of the review

Some key issues addressed include:

- Calibration of SIDRA modelling base case, including provisions of on-street parking that may affect results;
- Accurate references to the RMS Guide for Traffic Generation for future growth; and
- More information is required for a comprehensive assessment.

2.3.5 Victoria Road Precinct 47 Amendment to Marrickville DCP 2011

The Victoria Road DCP Amendment 2011 establishes a framework to guide development of Precinct 47. The desired character of the future transport network includes higher pedestrian activity, shared traffic zones, green pathways, upgrades of intersections and good access to public and active transport facilities.

Future transport developments are provided, which indicate locations of future shared zones, intersection upgrades, new laneways and pedestrian and cycle links.

A development control is to exclude site access to Victoria Road and Sydenham Road, "except in exceptional circumstances".

The indicative masterplan framework for the precinct is shown in **Figure 2-2**.



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Traffic and Transport Needs Analysis

Figure 2-2 Indicative movement masterplan



Source: Victoria Road Precinct DCP, pg. 11, IWC, April 2018



Key relevance of the amendment

The main issues for the Precinct are described as:

- Conflicts between large vehicles accessing industrial sites and through traffic, particularly where loading zones are not provided;
- Amenity for pedestrians and cyclists are poor, and conflicts occur with vehicles;
- Footpaths are narrow, and in poor condition, and often are interrupted by lay backs; and
- On-street parking is limited, causing cars to conflict with pedestrians to access off-street parking.
- "Development should avoid vehicle entry points along Victoria Road and Sydenham Road, except under exceptional circumstances" (9.47.6.1 Controls point 4, pg. 13)

2.3.6 Comments on Victoria Road Precinct DCP Memorandum (28 May 2018)

Comments were made on the Victoria Road Precinct DCP by Joseph Bertacco, the Coordinator of Development Engineering at Inner West Council.

Key relevance of the document

Main comments on the DCP involving the transport network are:

- Additional traffic works and measures are required in certain locations;
- Road widening is to occur on various roads to allow for additional parking provision; and
- Additional pedestrian links and shared zones are proposed on various streets and lanes.

2.3.7 Traffic Impact Assessment Report for Rich Street Precinct, PTC

PTC provided a Traffic Impact Assessment to accompany a Development Application to Inner West Council for the redevelopment of industrial land into commercial land at Rich Street within Precinct 47.

Key relevance of the report

Main findings of the Traffic Impact Assessment are:

- AM and PM peak hour trip generation for the development is 158 and 118 respectively;
- SIDRA results indicate that development generated traffic will have minimal impacts on the adjoining State and Regional Roads;
- Future traffic volumes within the vicinity of the site are likely to decrease due to the construction of major transport projects such as WestConnex and Sydney Metro South West; and
- Proposed parking provisions for 173 parking spaces.

2.3.8 Draft Amendments to Marrickville Local Environmental Plan 2011 – Victoria Road Precinct in Marrickville, Roads and Maritime Services, December 2016

"Roads and Maritime Services does not support the planning proposal... due to the nature and scale of the proposal. The LEP should not be gazetted until such time that the cumulative transport impacts are identified with associated mitigation measures and incorporated into an appropriate funding mechanism". It states that the existing traffic and transport reports to date are preliminary and do not appropriately analyse the cumulative impacts.

2.3.9 Notice of Draft Amendments to Marrickville LEP 2011 – Victoria Road Precinct, Transport for NSW, February 2017

Transport for NSW supports Roads and Maritime Services in saying that the rezoning should not occur until an appropriate funding mechanism for transport upgrades is identified. Victoria Road/Chapel Street and Victoria Road/Rich St are forecast to operate at a Level of Service F and may impact bus services. There is a requirement for site access points to not impact bus operations on Victoria Road.

2.4 Other data

2.4.1 Transport Performance and Analytics

The Transport Performance and Analytics (TPA) division of Transport for NSW (TfNSW) maintains a number of projections for population and workforce by travel zone. These projections are based on five year increments to the year 2051. Outputs from these databases are reported in the following sub-sections, and focused on the travel zone(TZ) TZ305 (Sydney Steel). Precinct 47 is wholly located within this TZ. The future



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population projections are shown in **Figure 2-3** and the future workforce projections are shown in **Figure 2-4**.

2.4.1.1 Residential population projections

TPA estimates that by 2036, the population of the TZ will grow to 1,072, an increase of 235 people from 2016, as shown in **Figure 2-3**. This represents an increase of 28 per cent.

Figure 2-3 TPA population forecast for TZ 305

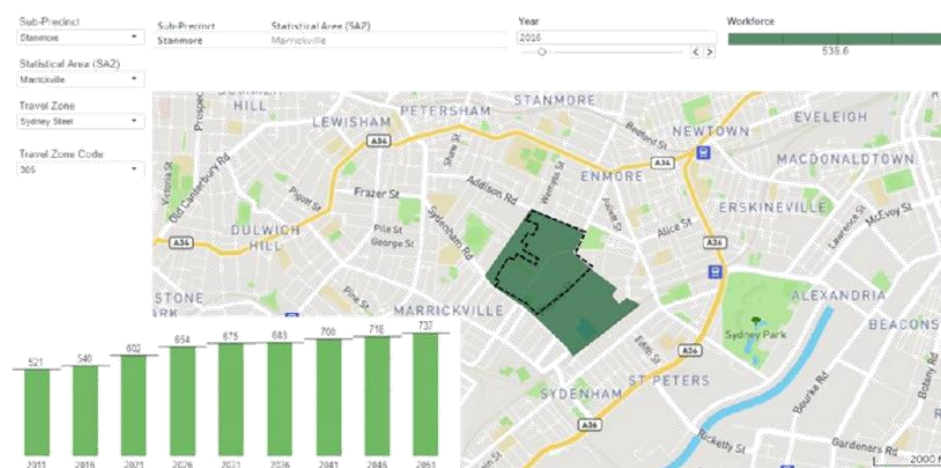


Source: <https://www.transport.nsw.gov.au/data-and-research/forecasts-and-projections>, accessed 28 September 2018

2.4.1.2 Workforce projection

TPA estimates that by 2036, the workforce of the TZ will grow to 683, an increase of 143 people from 2016, as shown in **Figure 2-4**. This represents an increase of 26 per cent.

Figure 2-4 TPA workforce forecast for TZ 305



Source: <https://www.transport.nsw.gov.au/data-and-research/forecasts-and-projections>, accessed 28 September 2018

By way of comparison, assumptions developed with Council for the development schedule project approximately 2,000 residents and 6,000 employees (see **Section 4.2**).

TPA's projections are strategic and less accurate at a localised level, as such the proposed development of Precinct 47 has not been considered by the population and workforce projections by TPA.



3 Existing conditions

3.1 Land use

The land use within the precinct is predominantly warehouse and low intensity industrial. This is focused around Fitzroy Street at the end of the precinct. The boundary of Precinct 47, land is typically zoned for low density residential uses.

3.2 Land zoning

Under the most recent LEP maps dated 1 December 2017, Precinct 47 is primarily land zonings IN1 (general industrial) and B5 (business development). There are smaller pockets of other land uses including R3 (medium density residential), R4 (high density residential), SP2 (special purpose infrastructure), B4 (mixed use), B7 (business park) and IN2 (light industrial).

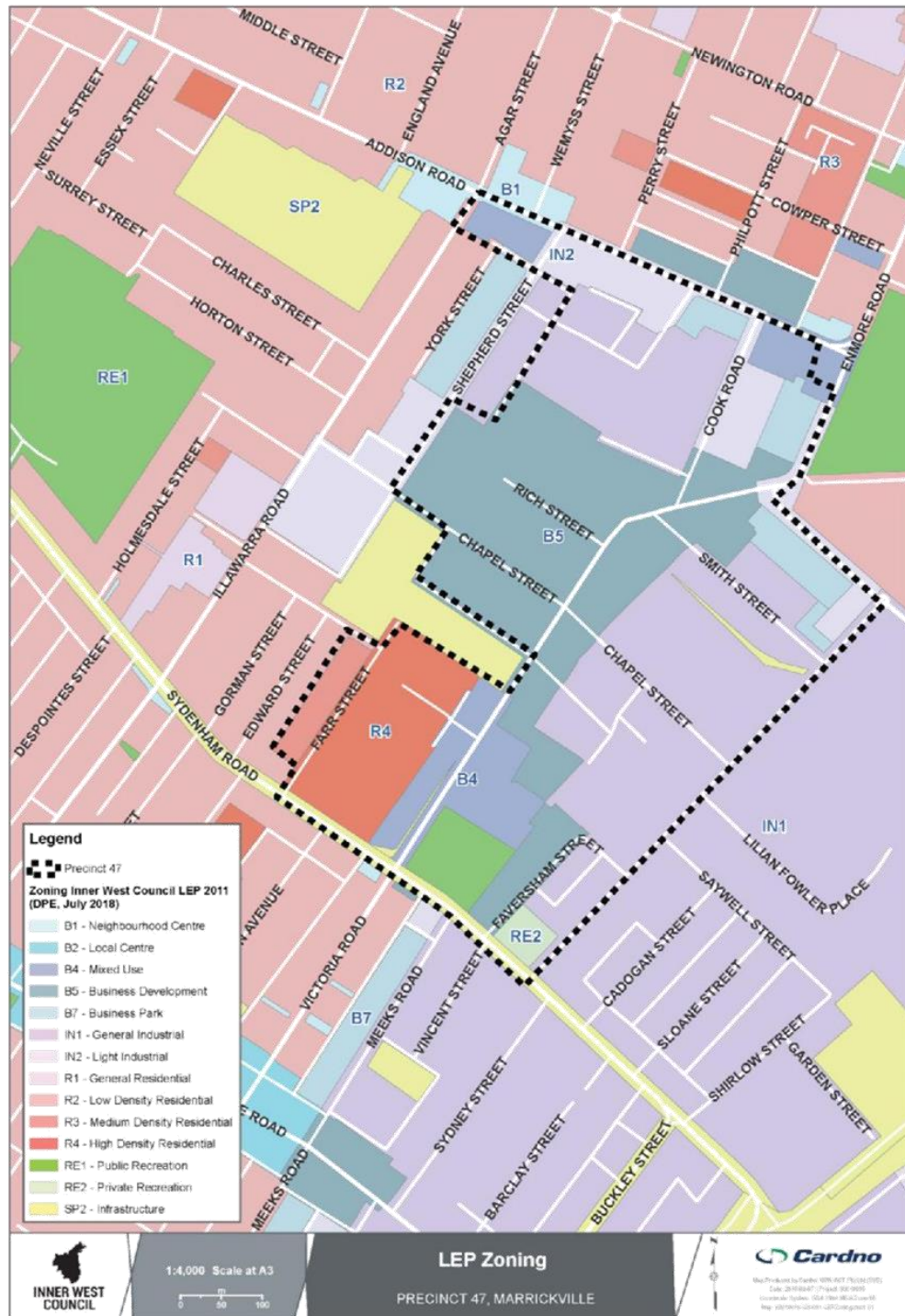
Notably from a road infrastructure perspective is the reservation of the northern corner of Sydenham Road and Victoria Road, for slip left turn lane for southbound vehicles on Sydenham Road to turn left into Victoria Road.

The existing land zoning for the precinct and its surrounding area is shown in **Figure 3-1**.



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Figure 3-1 Current land zoning





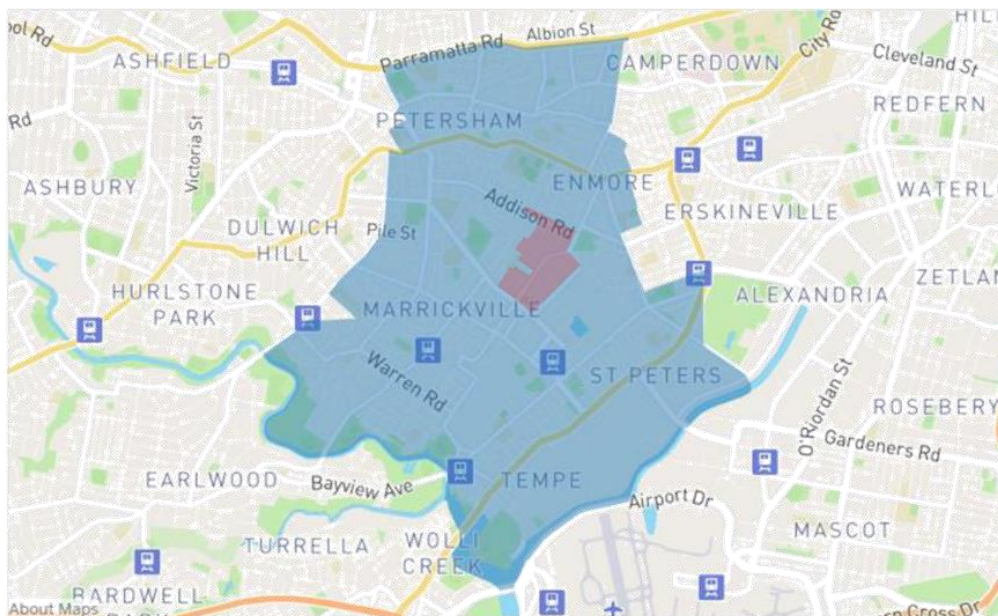
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3.3 Travel context

3.3.1 Household Travel Survey

The Household Travel Survey (HTS)² gathers travel behaviour information from dwellings across the Sydney Greater Metropolitan Area (GMA), which comprises Sydney, Illawarra and the Hunter. The selected Statistical Area includes Marrickville, Sydenham and Petersham, is shown in **Figure 3-2**, and associated data is presented in **Table 3-1**.

Figure 3-2 SA3 Marrickville – Sydenham - Petersham



Source: <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-hts>, accessed 27 September 2018

Household data is also presented for a comparative SA3 (Eastern Suburbs - South) and for the Sydney Greater Metropolitan Area (GMA). The Eastern Suburbs – South SA3 is broadly comparable to Marrickville-Sydenham-Petersham with a mix of commercial, industrial and residential lands, as well as being a comparable distance to the Sydney CBD. Population density and the people per household is nearly identical, however, vehicle ownership in the inner west region is lower than in the eastern suburbs.

Table 3-1 Household Travel Survey summary

	SA3 - Marrickville-Sydenham-Petersham	SA3 Eastern Suburbs - South (for comparison)	Sydney GMA
Population	55,501	138,337	4,864,790
Households	21,648	54,379	1,789,722
Vehicles	30,093	84,116	3,214,555
Area (km ²)	13	32	13,112

² <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-hts>



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	SA3 - Marrickville-Sydenham-Petersham	SA3 Eastern Suburbs - South (for comparison)	Sydney GMA
People per household	2.56	2.54	2.72
Population density (people per km ²)	4,269	4,323	371
Vehicles per household	1.39	1.55	1.80
Vehicles per person	0.54	0.61	0.66

Source: <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-hts>, accessed 27 September 2018

A trip summary by various transport modes for the selected SA3 is shown in **Table 3-2**. Comparison to the Sydney GMA is also provided. Proportionally, residents of the subject SA3 drive significantly less than the Sydney average. Residents of the Marrickville-Sydenham-Petersham SA3 also catch the train and walk twice as much compared to the broader Sydney average. Journeys taken by 'other' mode (typically cycling and light rail) are more than 3 times higher than the broader Sydney average. This is broadly consistent with some of the observations documented in the Marrickville Integrated Transport Strategy described in **Section 2.2.2**. A pie chart illustrating journey distance by mode is shown in **Figure 3-3**.

Table 3-2 HTS trip summary by mode

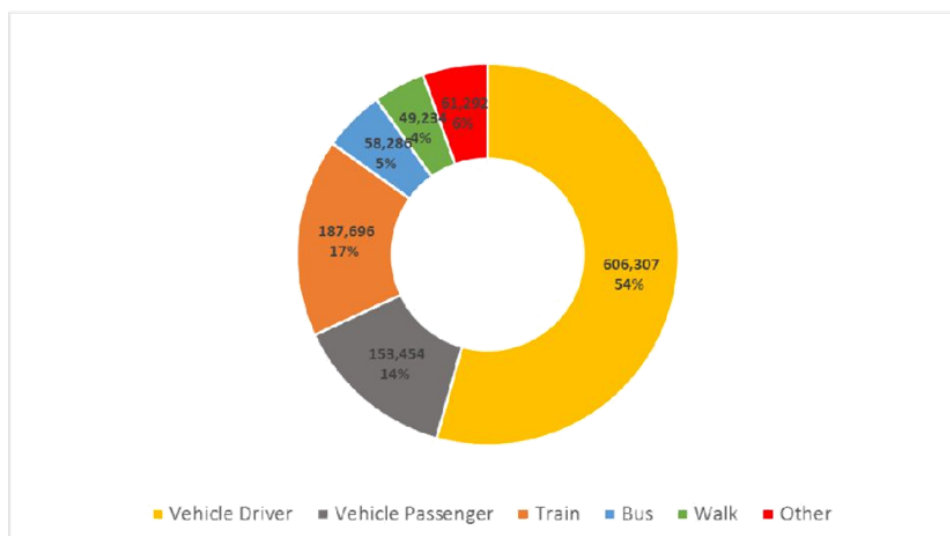
SA3 (M-S-P) [Sydney GMA]	Number of trips	% Of total trips	Trip distance (km)	% of total distance	Average distance (km)
Vehicle driver	61,288 [8,915,318]	30 [48]	606,307 [83,929,771]	54 [56]	10 [9.4]
Vehicle passenger	23,813 [3,989,461]	12 [21]	153,454 [31,564,571]	14 [21]	6 [7.9]
Train	24,605 [1,060,647]	12 [6]	187,696 [18,456,902]	17 [12]	8 [17.4]
Bus	12,460 [1,152,121]	6 [6]	58,286 [9,589,560]	5 [6]	5 [8.3]
Walk only	65,870 [3,223,176]	33 [17]	49,234 [2,585,787]	4 [2]	1 [0.8]
Other	14,331 [337,984]	7 [2]	61,292 [2,465,295]	5 [2]	4 [7.3]
Total	202,367 [18,678,707]		1,116,269 [148,591,886]		

Source: <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-hts>, accessed 27 September 2018



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Figure 3-3 Trip mode by distance (in km)



A summary of the purpose of trips in the SA3 and a comparison to the Sydney GMA is shown in **Table 3-3**. All trips made from the SA3 are generally shorter in length than the average for the Sydney GMA. A pie chart illustrating journey modes for all trip types is shown in Figure 3-4.

Table 3-3 HTS trip summary by purpose

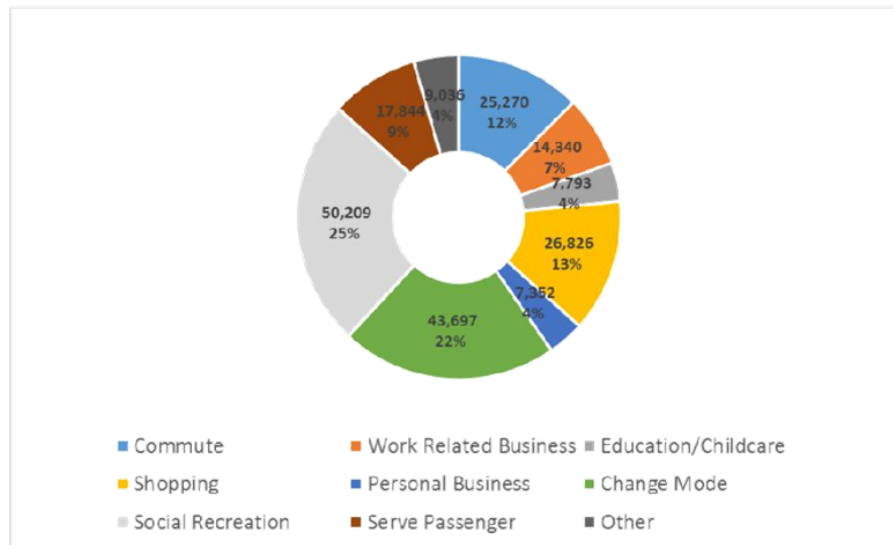
SA3 (M-P-S) [Sydney GMA]	Number of trips	% Of total trips	Trip distance (km)	% of total distance	Average distance (km)
Commute	25,270 [2,291,150]	12 [12]	217,975 [26,729,148]	20 [18]	9 [11.7]
Work related business	14,340 [1,295,351]	7 [7]	110,481 [18,769,101]	10 [13]	8 [14.5]
Education/ childcare	7,793 [1,460,264]	4 [8]	12,725 [7,046,934]	1 [5]	2 [4.8]
Shopping	26,826 [2,644,633]	13 [14]	110,961 [11,829,971]	10 [8]	4 [4.8]
Personal business	7,352 [833,763]	4 [4]	17,041 [5,253,871]	2 [4]	2 [6.3]
Change mode of travel	43,697 [2,544,226]	22 [14]	287,099 [31,064,105]	26 [21]	7 [12.2]
Social/ recreation	50,209 [4,065,916]	25 [22]	304,060 [29,123,665]	27 [20]	6 [7.2]
Serve passenger	17,844 [3,084,529]	9 [17]	41,913 [16,944,949]	4 [11]	2 [5.5]
Other	9,036 [458,876]	4 [2]	14,011 [1,830,139]	1 [1]	2 [4]
Total	202,367 [18,678,708]		1,116,266 [148,591,883]		

Source: <https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-hts/household-travel-survey-hts>, accessed 27 September 2018



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Figure 3-4 Trip purpose (by number of trips)

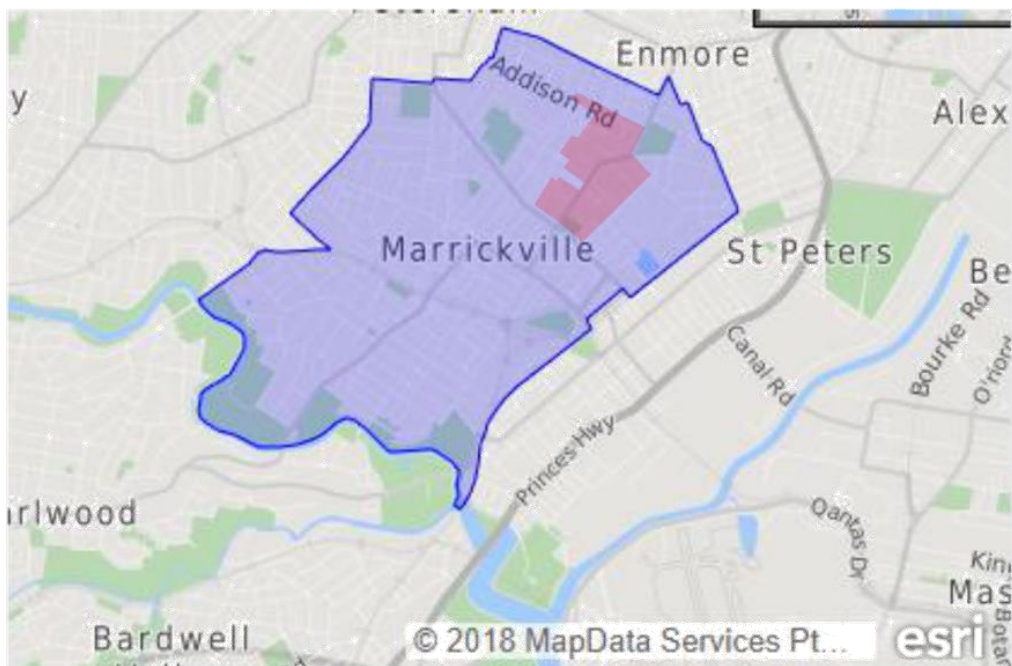


3.3.2 Census data³

Data from the 2011 and 2016 Australian Census has been analysed to determine household characteristics. The Marrickville Statistical Area (SA) analysed is shown in **Figure 3-5**, and encompasses the entirety of Marrickville, including Precinct 47.

³ http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/117021326?opendocument, accessed 28 September 2018

Figure 3-5 Marrickville Statistical Area 2 location



Basemap source:
http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/117021326?opendocument, accessed 28 September 2018

A summary of the Census data for population, dwellings and vehicle ownership in the study area is shown in **Table 3-4**.

Table 3-4 Census data summary for SA2

	Census data 2011	Census data 2016	Change between 2011 and 2016
Population	24,614	26,533	+1,919 (+7.8%)
Private dwellings	10,428	11,274	+846 (+8.1%)
Average motor vehicles per dwelling	1.2	1.2	No change
Travel to work by public transport	4,204 (34.5%)	5,543 (39.9%)	+1,339 (+31.9%)
Travel to work by car (driver or passenger)	5,110 (41.9%)	5,579 (40.1%)	+469 (+9.2%)

Source: http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/117021326?opendocument, accessed 28 September 2018

Census data shows that all characteristics of Marrickville SA2 experienced growth between 2011 and 2016. The growth in population by 7.8 per cent shows that significant housing transformation has already occurred, with an additional 846 private dwellings constructed. Between 2011 and 2016 the percentage of people travelling to work by public transport increased 31.9 per cent. No change in the average number of motor vehicles per dwelling was found.

<http://www.abs.gov.au/websitedbs/D3310114.nsf/Home/Census?OpenDocument&ref=topBar>, accessed 28 September 2018



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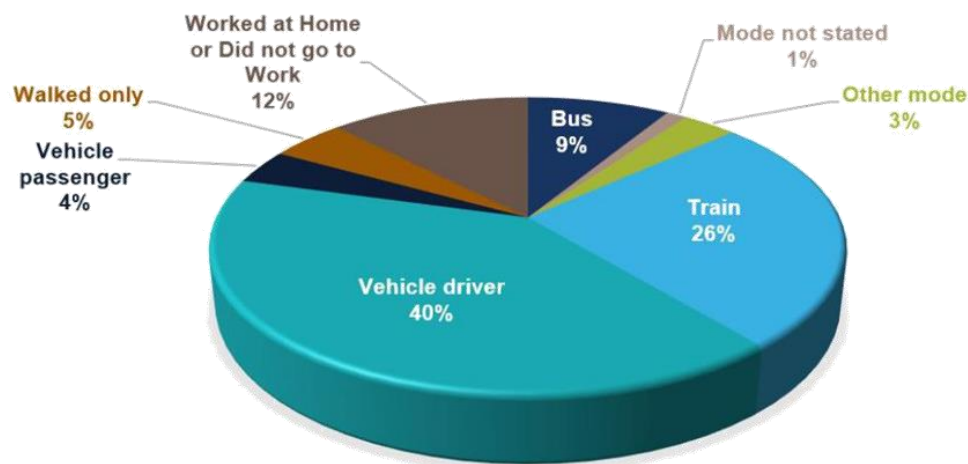
The rate of public transport use for journey to work grew at more than four times the rate of the population growth. This has significant implications for public transport service planning. The increase in public transport journeys to work over the five-year period equates to nearly 1.5 trains or 22 buses for this SA2 alone. Most of this demand occurs in a relatively short 1 to 1.5-hour peak period.

3.3.2.2 Journey to Work

Journey to Work data from the 2011 Census⁵ was analysed as it is the most recent data available. The mode share for both workers of the SA and residents in the SA is predominantly as a vehicle driver, with 58 per cent and 40 per cent respectively.

The most common destinations for workers living in the SA are Sydney-Haymarket-The Rocks, Marrickville, Newtown-Camperdown-Darlington, Pyrmont, Surry Hills and North Sydney. Mode share for workers living in the SA is given in **Figure 3-6**.

Figure 3-6 Mode choice for residents of Marrickville SA2



Source: http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/117021326?opendocument, accessed 28 September 2018

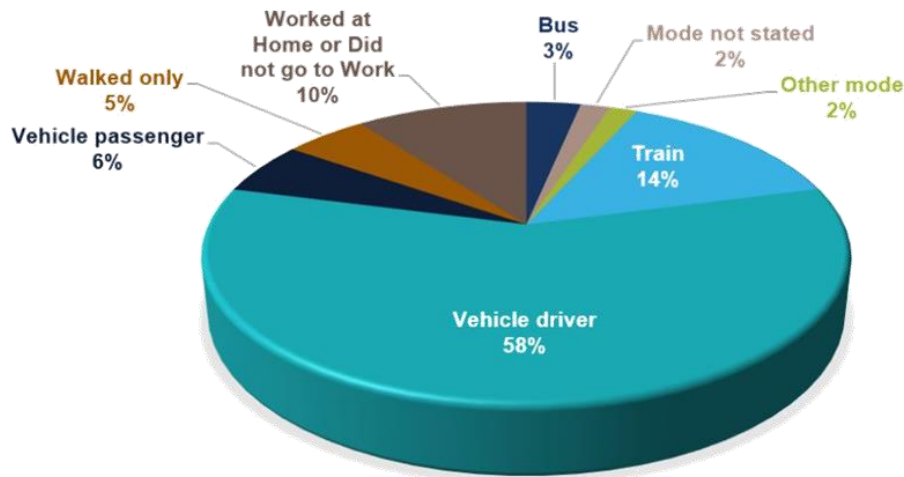
The most common places that workers in the SA live in are Marrickville, Canterbury, Strathfield-Burwood, Kogarah-Rockdale, Hurstville and Sydney Inner City. Mode share for workers of the SA is shown in **Figure 3-7**.

⁵ Assuming an occupancy capacity of 1,000 people for a train and 60 people for a bus
⁶ <https://opendata.transport.nsw.gov.au/dataset/journey-work-jtw-2011>, accessed 17 October 2018



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Figure 3-7 Mode choice for workers in Marrickville SA2



Source: http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/117021326?opendocument, accessed 28 September 2018

For the Marrickville SA2, there are 20 SA4s that residents drive to for work. These trips are apportioned as shown in **Table 3-5** and **Table 3-6**.

Table 3-5 Driver destination

Destination	Driving Trips	Direction
Sydney - City and Inner South	2023	North
Sydney - Inner West	516	Various – Split equally
Sydney - Inner South West	425	West
Sydney - Eastern Suburbs	313	East
Sydney - Parramatta	305	West
Sydney - North Sydney and Hornsby	278	North
No fixed work address (GMA)	231	Split
Sydney - Ryde	187	West
Sydney - Sutherland	82	South
Sydney - South West	77	West
Other	244	Various – but assessed
Total	4,681	

Source: Journey to Work, 2011 Census

Table 3-6 Driver directionality assumptions

Direction	Overall	Apportion Split 25%	% of trips
North	2,409	2,596	55%
South	95	282	6%
East	313	500	11%
West	1,117	1,304	28%
Various	747 (split equally 25% each)		
Total	4,681	4,681	



3.4 Road network

The precinct is influenced by state and regional roads as follows:

- > Sydenham Road (State Road 664),
- > Victoria Road (Regional Road 2021), and
- > Addison Road (Regional Road 7018).

Key roads surrounding the precinct, as well as an outline of some characteristics of the roads are described in **Table 3-7**.

Table 3-7 Overview of key roads

Road	Characteristics
Victoria Road	Victoria Road is classified as a regional road and is generally aligned in a north-south orientation through the precinct. It is an undivided road, and typically has a parking lane and traffic lane in both directions. It also has footpaths on both sides of the road. It typically has a posted speed limit of 60km/h.
Sydenham Road	Sydenham Road is classified as a state road and is generally aligned in an east-west orientation through the precinct. It is an undivided road, and typically has a parking lane and traffic lane in both directions. It also has footpaths on both sides of the road. It has a posted speed limit of 60km/h.
Chapel Street	Chapel Street is a local road and is generally aligned in an east-west orientation through the precinct. It is an undivided road, and typically has a traffic lane in both directions, with informal parking which may partially occupy footpaths. It typically has a posted speed limit of 50km/h.
Fitzroy Street	Fitzroy Street is a local road and is generally aligned in a north-south orientation through the precinct. It is an undivided road, and typically has a parking lane and traffic lane in both directions. It also has footpaths on both sides of the road. It typically has a posted speed limit of 50km/h.
Addison Road	Addison Road is classified as a regional road and is generally aligned in an east-west orientation through the precinct. It is an undivided road, and typically has a parking lane and traffic lane in both directions. It also has footpaths on both sides of the road. It has a posted speed limit of 50km/h.
Rich Street	Rich Street is a local road and is generally aligned in an east-west orientation through the precinct. It is an undivided road, and generally has perpendicular parking on the northern aspect of the road and a traffic lane in both directions. It has an informal site access/footpath on the southern aspect. It typically has a posted speed limit of 50km/h.
Farr Street	Farr Street is a local road and is generally aligned in a north-south orientation through the precinct. It is an undivided road, and typically has a traffic lane and parking lane in both directions. There are typically footpaths on both sides of the road. It typically has a posted speed limit of 50km/h.
Mitchell Street	Mitchell Street is a local road and is generally aligned in an east-west orientation through the precinct. It is an undivided road, and typically has a traffic lane and parking lane in both directions. There are typically footpaths on both sides of the road as far as the unnamed cross-street. It typically has a posted speed limit of 50km/h.

A base case for the existing function of the road network is extensively described in **Section 5.1**.

3.5 Public transport

Precinct 47 is located centrally between three stations (Sydenham, Marrickville and Newtown), with each of these being approximately 1.5 kilometres walk from the precinct. Access distances of up to 1.5 kilometres are well greater than traditionally accepted 800 metre walking catchments of stations, and therefore, buses may be more appealing, albeit with slower journey times (see **Figure 1-1**).

3.5.1 Trains

Precinct 47 is located centrally between numerous stations, and mostly on different lines, so there are various destinations and service frequencies. Various parts of Precinct 47 would have accessibility to stations including Newtown, St Peters, Sydenham and Marrickville.

In the north and eastbound direction, all services pass through the Sydney CBD.



In the outbound direction (from the CBD), train services provide direct links to a range of satellite centres including Hurstville, Bankstown, Liverpool, Burwood, Epping and Parramatta.

An overview of existing train services is shown in **Table 3-8**.

Table 3-8 Train service overview

Rail Station	Line	Route Description	Peak Frequency (7.30-8.30am)	Off-peak Frequency (12-1pm)	Time to Central
Newtown	T2 Inner West Line	Inner West Line (Newtown to Town Hall)	14	8	8-10 minutes
Marrickville	T3 Bankstown Line	Bankstown Line (Marrickville to Town Hall)	6	6	15-16 minutes
St Peters	T3 Bankstown Line	Bankstown Line (Marrickville to Town Hall)	6	6	8-10 minutes
Sydenham	T3 Bankstown Line	Bankstown Line (Sydenham to Town Hall)	6	6	11-13 minutes
	T4 Eastern Suburbs/ Illawarra Line	Waterfall or Cronulla to Bondi Junction (Sydenham to Martin Place)	13	6	14 minutes
	T8 Airport and South Line	South Line (Sydenham to Central, direct)	4	N/A	10 minutes
	T8 Airport and South Line	Airport Line (Wolli Creek to Central via Airport)	10	8	15 minutes

Source: TripView iPhone app, accessed 18 September 2018

The CBD and southwest metro is forecast to be operational by 2024. This is well before the development horizon for the precinct. Future metro services are described in **Section 4.5.1**. This metro will be in-lieu of the T3 Bankstown services listed above.

3.5.2 Buses

Existing city-bound bus services pass mostly pass through Enmore, Newtown or Camperdown on their way to Martin Place, Town Hall or Pitt Street. One service goes beyond the CBD to the North Shore and Taronga Zoo. Another avoids the CBD entirely and heads east, to Bondi Junction via Green Square, Randwick and UNSW.

In the opposite direction to the CBD, bus services provide links to a number of regional centres.

An overview of bus services around Precinct 47 is shown in **Table 3-9**.



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Table 3-9 Bus service overview

Route	Route Description	Location of stop	Number of services per day	Peak Frequency (7.30-8.30am)	Off-peak Frequency (12-1pm)	Indicative time to CBD
M30	Opal only – Sydenham to Taronga Zoo	Victoria Road and Chapel Street: 220473	140	6	5	32minutes (Town Hall)
423	Kingsgrove to City Martin Place	Victoria Rd and Chapel St: 220473	168	7	4	34 minutes (Martin Place)
426	Dulwich Hill to City Martin Place	Victoria Road and Chapel Street: 220473	154	6	4	33 minutes (Martin Place)
428	Canterbury to City Martin Place	Enmore Road after Addison (near Enmore Park): 2204100	158	7	4	33 minutes (Martin Place)
L23	Opal only – Kingsgrove to City Martin Place (limited stops)	Enmore Rd after Addison Rd: 2204100	8	8	4	33 minutes (Martin Place)
308	Marrickville Metro to City Gresham St via Redfern	Marrickville Metro Shopping Centre, Smidmore St: 220411	52	5	2	34 minutes (Gresham Street)
348	Wolli Creek to Bondi Junction	Princes Hwy at George St: 204431	86	5	2	47 minutes (Bondi Junction)

Source: TripView iPhone app, accessed 18 September 2018

3.6 Active transport

Active transport is the provision of infrastructure to support journeys by walking and cycling.

As a general rule, footpaths are present on both sides of the road throughout Precinct 47, except on some local laneways where there may be one (or no) footpaths. Footpaths vary in terms of width and condition throughout the study area. Due to parking demand, observations show that vehicles may block footpaths, particularly around the general industrial areas.

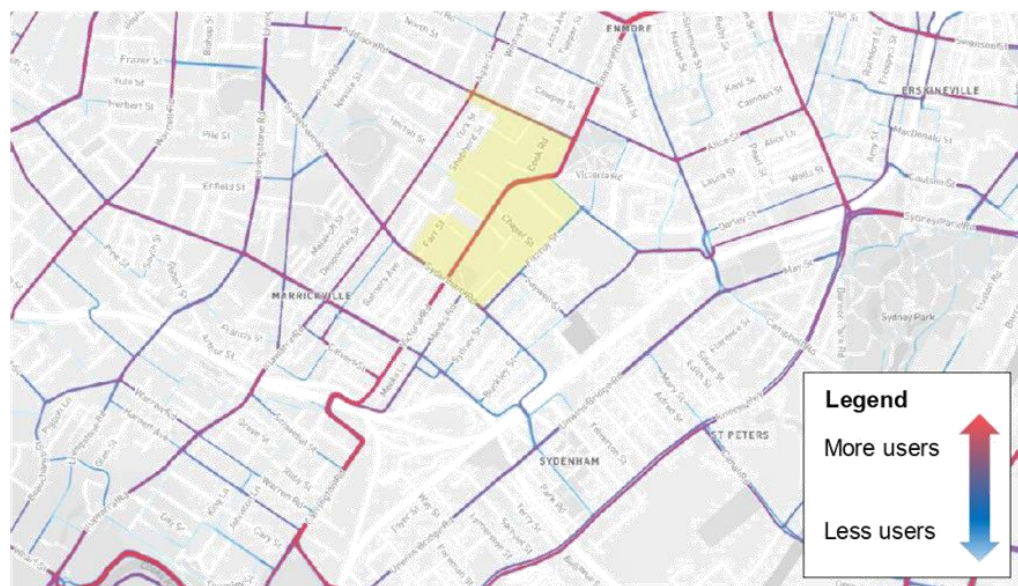
Strava is a popular recreational tool which allows individuals to map their riding routes and patterns. These travel patterns are aggregated into a 'heat map'. Only users of the application contribute to the data set.

The heat map does not include volume data in gross terms, but colouring is proportional. Light blue routes are low volume cycling routes and red routes are high volume cycling routes, this is shown in **Figure 3-8**.



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Figure 3-8 Strava Heat Map



Basemap source: <https://www.strava.com/heatmap#15.57/151.16482/-33.90845/hot/ride>, accessed 18 October 2018

Victoria Road is the highest volume cycling route in the immediate vicinity of the precinct. This alignment is described as Regional Route 5 in the Marrickville Bike Plan. The Marrickville Bike Plan map is shown in **Figure 4-2**.

Other major cycling corridors include Illawarra Road (Regional Route 4), Marrickville Road (Regional Route 9), Sydenham Road and Edinburgh Road (Regional Route 10).



4 Future conditions

4.1 Precinct vision and objectives

A broad vision for Precinct 47 is outlined in the adopted DCP. It outlines that the vision for the precinct is:

"To support the long term transition of the precinct into a vibrant and sustainable mixed use precinct, that provides interesting and appropriate built form, high quality public spaces, improved connectivity and increased employment opportunities that will make the precinct a highly desirable place to work and live."

- Victoria Road Precinct DCP April 2018 pg. 6

This is supported by 16 supplementary statements which discuss the desired future character of the precinct. These are wide-ranging statements which include the support of ground floor activation, the development of new streets and a fine grain transport network, balancing land uses, protecting heritage land uses and ensuring compatibility of development with Sydney airport and the provision of social infrastructure, among others.

A detailed review of the existing community strategic plan, the 2018-2022 delivery program and the Victoria Road Precinct DCP was undertaken. It was identified that a bespoke transport vision for the precinct needed to be developed to better guide the traffic and transport needs analysis. After review of the documentation, the following transport vision was established in collaboration with Council.

"A highly accessible precinct that supports and encourages movement and access through a proportionally high use of sustainable transport modes while providing for the need of a good level of service for vehicle movement and access."

Further discussions were had with Council to establish guiding principles for the precinct, this included points outlines in **Table 4-1**.

Table 4-1 Transport network principles

Discussion Point	Why is it important	Direction provided ⁷
Provision of minimum or maximum parking rates	Maximum parking rates are increasingly being adopted (City of Sydney, City of Parramatta Council) as a way of discouraging car use and car ownership.	"Existing parking rates already have an inbuilt reduction in parking requirements to help reduce dependence on the usage of private motor vehicles. Accordingly, IWC Engineers do not support any further reduction in parking requirements within the Precinct."
Mode share goals	The vision statement alludes to the concept of a modal equilibrium between sustainable transport modes and vehicular movement.	"Recommend that the two LATMs that cover the Precinct should be consulted on this matter"
Target/minimum Level of Service outcome for intersections	One of the major objectives of this report is to identify road network upgrades, but without a minimum service level, it is unknown at what point an intersection (a road) would require upgrading.	"As a minimum, the current level of service should be maintained within the Precinct with the increased development, now permitted under the rezoning. The Precinct should be no worse off, from a traffic and transport viewpoint, with the increased development."

⁷ Feedback received from IWC Engineers



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Discussion Point	Why is it important	Direction provided?
Movement and place framework	A top down assessment of the road network is increasingly being considered with regards to the function and form of roads. This guides street form, traffic volumes and vehicular speeds.	"Agree it would be desirable to make contact with the RMS and or TfNSW on this issue"
Access points	Conflicting control directions about where development access points will be located.	"Agree with Cardno there should be no access from this new road to Victoria Road"

4.2 Land use schedule

For study purposes, the rezoned area of the precinct was divided into 19 sub-areas. Cumulatively, these 19 sub-areas cover 126,941sqm, with a forecast GFA of 257,681sqm, including 133,092sqm of commercial floor space and 124,589sqm of residential floor space. Overall, the development is of mid-intensity, with an FSR of 2.03 across all sites. The precinct map is shown in The land use schedule is shown below in **Table 4-2** and illustrated in **Figure 4-1**.

Council directed that the ratio of business and retail space as a proportion of commercial space should be consistent with the Rich Street Precinct proposal (land reference 11). This proposal has 12.8% business/retail as a proportion of the total commercial GFA.

Table 4-2 Development schedule

Land Reference	Development	Block Size sq.m	Office GFA~sq.m	Business premises/retail~sq.m	Total Commercial GFA sq.m	Residential GFA sq.m	Total GFA sq.m	Indicative FSR
1	Residential	5,538	-	-	-	6,903	6,903	1.25
2A	Residential	19,989	-	-	-	59,774	59,774	2.99
2B	Residential	6,181	-	-	-	9,866	9,866	1.60
3A	Mixed	6,450	-	3,438	3,438	17,178	20,616	3.20
3B	Mixed	9,291	-	2,061	2,061	30,868	32,929	3.54
4	Commercial	6,236	11,171	1,638	12,809	-	12,809	2.05
5	Green Space	-	-	-	-	-	-	-
6	Commercial	7,548	13,921	2,042	15,963	-	15,963	2.11
7	Commercial	2,422	4,295	630	4,925	-	4,925	2.03
8	Commercial	7,514	13,177	1,933	15,110	-	15,110	2.01
9	Commercial	4,403	7,680	1,126	8,806	-	8,806	2.00
10	Commercial	5,100	8,998	1,320	10,318	-	10,318	2.02
11	Commercial	12,591	12,064	1,770	13,834	-	13,834	1.10
12A	Commercial	2,429	4,762	698	5,460	-	5,460	2.25
12B	Commercial	7,594	7,041	1,033	8,074	-	8,074	1.06
12C	Commercial	9,458	8,423	1,235	9,658	-	9,658	1.02
13A	Commercial	6,308	6,229	914	7,143	-	7,143	1.13
13B	Commercial	3,034	5,173	759	5,932	-	5,932	1.96
14	Commercial	4,855	8,338	1,223	9,561	-	9,561	1.97
TOTAL		126,941	111,272	21,820	133,092	124,589	257,681	

* All values shown in square metres

~ FSR (Floor Space Ratio) is a calculation derived by dividing the Total GFA by the Block Size
Source: Provided by Inner West Council, modified by Cardno. Subject to nominal rounding errors.



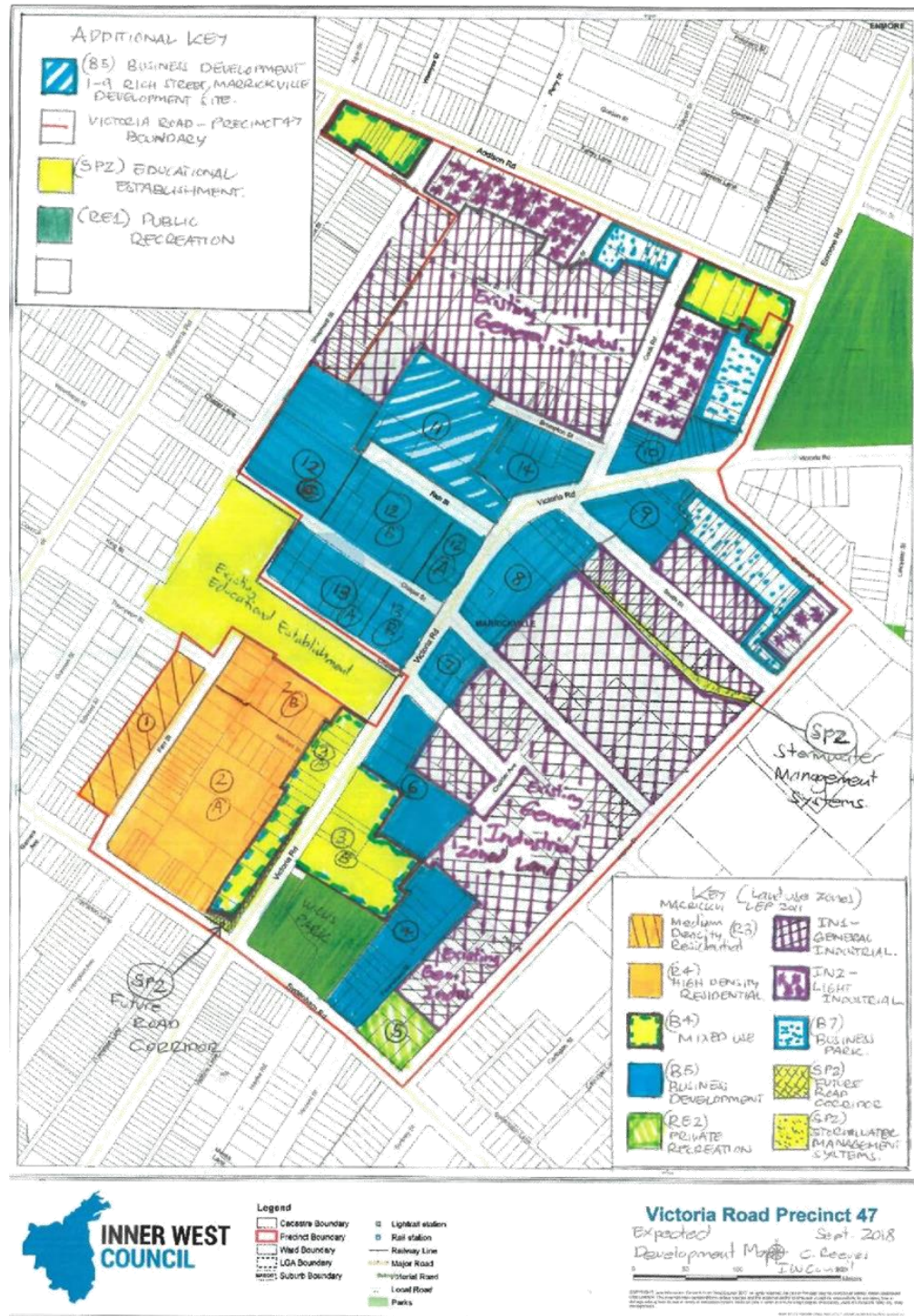
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For residential land uses, additional information was provided by Council about a gross number of dwellings, and the potential proportions of different apartment sizes, these are summarised in **Table 4-3** and **Table 4-4**.



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Figure 4-1 Development map



Source: Provided by Inner West Council



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Table 4-3 Apartment mix

Dwelling Type	% of mix	Number of Dwellings	Assumed occupancy rate (Source: Marrickville S94 Plan)	Number of people
Studio	10%	110	1.31	144
1 Bedroom	30%	330	1.31	432
2 Bedrooms	50%	550	2.02	1,111
3 Bedrooms	10%	110	2.88	317
TOTAL		1,100	1.82 (Weighted average)	2,004

Table 4-4 Scale of residential buildings

Land Reference	Residential GFA sq.m	Total Apartments	Apartment Split
1	6,903	60	Studio 10% 1 Bedroom 30% 2 Bedrooms 50% 3 Bedrooms 10%
2A	59,774	528	
2B	9,866	87	
3A	17,178	152	
3B	30,868	273	
TOTAL	124,589	1,100	

Road and Maritime Services typically guides 4.75 employees/100sq.m GFA (21sq.m/employee)⁸ for office floor space. Based on this assumption and the content of **Table 4-2**, 111,272sq.m of office floor space would yield approximately 5,300 employees.

With respect to the indicative 21,820sq.m of retail space, it is assumed to be apportioned 70% retail and 30% hospitality, with assumed employee densities as shown in **Table 4-5**, it is expected that the retail space would accommodate a further 700 employees.

Table 4-5 Commercial space assumptions

	Proportion of GFA	GFA sq.m	Employee Density	Employees
Retail	70%	15,274	1/40sq.m	382
Hospitality	30%	6,546	1/20sq.m	327
Sub-Total		21,820		709
Office		111,272	4.75/100sq.m	5,285
			TOTAL	5,994

Based on the assumptions outlined above, the precinct is expected to accommodate approximately 2,000 residents and 6,000 employees.

4.3 Parking requirements

Required car parking provisions for Precinct 47 are described in the Marrickville Development Control Plan (DCP) 2011 Section 2.10 (Generic Provisions – Parking). The Marrickville DCP has three parking areas which seeks to constrain parking in highly accessible areas due to the prevalence of public transport services and the ability to utilise active transport modes for (as an example) shopping trips. In less accessible areas, parking is least constrained as car ownership will be expected to be higher to maintain mobility requirements.

Precinct 47 is generally designated Parking Area 2 (the intermediate parking area), it is defined as an area 200 metres around parking area 1, 200 metres around light rail stops and strategic bus corridor routes and

⁸ <http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/guides-manuals/guide-to-generating-traffic-developments.pdf>, pg. 3-4, accessed 28 September



all business zones not within parking area 1. The minimum parking requirements for the land uses defined in the development schedule are shown in **Table 4-6**.

Table 4-6 Minimum vehicular parking rates

Land Use		Rate	Development	Minimum Requirement
Residential (non-adaptable units)	Studio	0.4/dwelling	110 dwellings	44
	1 Bedroom	0.5/dwelling	330 dwellings	165
	2 Bedrooms	1/dwelling	550 dwellings	550
	3 Bedrooms	1.2/dwelling	110 dwellings	132
	Visitors	0.1/dwelling	1,100 dwellings	110
Residential Sub-Total				1,001
Commercial	Office Premises	1/80sqm GFA	111,272 sq.m GFA	1,391
	Business and Retail Premises	(Over 1,000sq.m) 20+1/30sq.m over 1,000 sq.m ⁹	21,820sq.m	581
Commercial Sub-Total				1,972
Development Total				2,973
Motorbike parking		5% of development total		149

In line with the development schedule, the precinct would be required to provide a minimum of 2,973 car parking spaces and 149 motorcycle spaces. Included in this requirement is the need for disabled parking, but it excludes loading bays and bicycle parking.

4.4 Traffic modelling

The future conditions base model is described in **Section 5.4** and the future development model with road network upgrades is described in **Section 5.5**.

4.5 Public transport and active transport

4.5.1 Public transport

The repurposing of Sydenham station from a heavy rail station to a dual heavy-rail station and metro station may impact mode share choice around the precinct. It will enhance connectivity to major employment hubs around Waterloo (Australian Technology Park), and major employment nodes through the Sydney CBD, the lower north shore and Macquarie Park. Precinct 47 will also become a major area of employment in its own right and potentially thousands of employees could use rail stations to access the commercial lands of the precinct. The benefits the Sydney Metro will bring to Sydenham are further elaborated in **Section 4.5.1**.

It is understood that "no changes are proposed to public transport servicing the precinct¹⁰". As outlined in **Section 2.1.1**, Future Transport 2056 outlines that a rapid bus link be established between the inner west and the eastern suburbs within 10 years, however, it is unclear at this time whether such a route would materially impact Precinct 47. As the redevelopment of the land commences, it would be prudent to further evaluate whether improved public transport services (particularly bus services) would be justified (in collaboration with Transport for NSW).

4.5.1 Sydney CBD and Southwest Metro

The Sydney Metro is forecast to be operational in 2024. From a service perspective, the metro is expected to deliver benefits to Sydenham station. These include¹¹:

⁹ Note that the business and retail aspect of the development is comprised of a fixed and variable component. If individual DAs are submitted, this will be revised upwards. There is precedent with multiple development sites being served by a shared single car park as has been approved for the Parramatta Square development

¹⁰ Email received from Council dated 25 September 2018

¹¹ [https://www.sydneymetro.info/sites/default/files/document-library/Sydenham to Bankstown Preferred Infrastructure Report Overview.pdf](https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Preferred%20Infrastructure%20Report%20Overview.pdf), accessed 22 October 2018



- > Service frequencies of up to 15 per hour during peak times (every 4 minutes);
- > Fully accessible stations including potential new northern concourse at Sydenham station;
- > Improved interchange facilities; and
- > Reduced travel times to key education and employment districts including Martin Place, Barangaroo, North Sydney, Chatswood and Macquarie Park (comparative travel times are shown in **Table 4-7**).

Table 4-7 Travel times from Sydenham¹²

Sydenham to:	Existing Travel Time~	Sydney Metro	Travel Time Saving
Central	10 minutes	7 minutes	3 minutes
Pitt Street	21 minutes	9 minutes	12 minutes
Barangaroo	40 minutes	13 minutes	27 minutes
Victoria Cross (North Sydney)	26 minutes	16 minutes	10 minutes
Chatswood	39 minutes	22 minutes	17 minutes
Macquarie University	53 minutes	33 minutes	20 minutes

~Including interchange and walk

Source: https://www.sydneymetro.info/sites/default/files/document-library/Sydenham_to_Bankstown_Prefered_Infrastructure_Report_Overview.pdf, accessed 23 October 2018

4.5.2 Active transport

Council has directed that all footpaths may be potentially renewed as part of the development uplift. All footpaths have been documented as part of the costing exercise undertaken in **Section 6**. It is estimated that there are approximately 8,000 metres of footpath in the precinct, and it is considered that improved crossing facilities (for example refuge islands) would also support improved mobility within the precinct. As the development will lead to a finer grain urban form, a number of pedestrian links will also be established. These include a new link between Wicks Park and a new road extension to be established near Hans Place, as well as between Victoria Road and Farr Street. They are more fully described in **Section 6**.

The Marrickville Bike Plan is the current plan which outlines a future bicycle network within the former Marrickville Council LGA boundaries. The plan outlines a number of regional and local routes. Council provided project updates for bicycle routes around the precinct. For the purposes of this report, given the development horizon, it is assumed that all bicycle corridors nominated in the plan will be complete by 2028 (the modelling horizon), noting that the development horizon is later than this. The bike plan around Precinct 47 is shown in **Figure 4-2**. Among others, routes identified in the plan include:

Regional routes

- > Illawarra Road;
- > Meeks Road - Fitzroy Street – Juliett Street; and
- > Railway Parade - Shirlow Street – Sydney Steel Road – Edinburgh Road.

Local routes

- > Farr Street – Shepherd Street;
- > Addison Road; and
- > Chapel Street – Saywell Street.

¹² <https://www.sydneymetro.info/station/sydenham-station>, accessed 22 October 2018



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Figure 4-2 Marrickville bike plan



Blue links show 'regional routes'
Green links show 'local routes'
Source: Marrickville Bike Plan, 2007

4.6 Major projects

Council nominated the upgrade to (signalisation of) the Victoria Road and Chapel Street intersection as a major project which may impact Precinct 47. Council further advised, "there are no other infrastructure changes planned within the precinct or within the immediate area outside the precinct¹³".

There are a range of major infrastructure projects are to be completed in the medium-to-long term which may impact the precinct directly, or have supplementary infrastructure delivered as part of the project with the ability to impact Precinct 47. Such major infrastructure and redevelopment projects include:

- > WestConnex (all stages), as well as ancillary (e.g. western harbour tunnel) and integration works (e.g. Campbell Street widening)
- > Carrington Road precinct (feeds directly into Victoria Road)
- > Sydney Metro Southwest
- > Parramatta Road Corridor Urban Transformation Strategy
- > Sydenham station precinct/Marrickville Road East streetscape program
- > Sydenham to Bankstown Urban Renewal Corridor
- > Marrickville Metro shopping centre upgrade

¹³ Email received from Council dated 25 September 2018



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> Inner Sydney Regional Bicycle Network

Impacts resulting from these projects is not understood and therefore has not been considered in the development of the traffic modelling.

5 Traffic modelling

5.1 Modelling assumptions

5.1.1 Background traffic growth

In addition to the trips contributed by the proposed development in Precinct 47, background traffic; i.e. external trips not associated with the development, constitute a significant portion of the traffic flow along the road network. It is necessary to establish the growth pattern in the road network surrounding the precinct to be considered for future analysis.

There is minimal information from the RMS Traffic Volume Viewer website for the immediate roads in Marrickville; count data from the nearest three traffic counters were reviewed to understand patterns of traffic growth rates in the Inner West.

Table 5-1 summarises the findings of the RMS Traffic Volume counters. The data indicates generally static traffic demands in the Inner West region for the decade 2008 - 2018.

Table 5-1 RMS traffic volume viewer statistics

Location	Counting Periods	AM Period Average Growth	PM Period Average Growth
Enmore Road (West of King Street)	2009-2018	1.1%	1.1%
King Street (Near Newman Street)	2007-2018	-1.4%	-1.3%
Canterbury Road (Cooks River)	2009-2017	1.1%	0.4%

Source: Roads and Maritime traffic volume viewer 2008 – 2018, viewed October 2018

Victoria Road Precinct Rezoning Proposal (Hyder Consulting 2015), Victoria Road, and Chapel Street Blackspot Assessment (Bitzios 2016) include traffic counts along Victoria Road undertaken in April 2014 and June 2016, respectively. **Table 5-2** summarises the growth rate calculations between the traffic counts conducted for this project against those from the previous studies.

Table 5-2 Localised growth statistics

Location	Study and Period				Growth	
	Hyder Study (2014)		Cardno Survey (2018)		Difference	
	AM	PM	AM	PM	AM	PM
Victoria Road/ Sydenham Road	2,449	2,716	2,186	2,537	-3.7%	-2.2%
	Hyder Study (2014)		Bitzios Study (2016)		Difference	
	AM	PM	AM	PM	AM	PM
Victoria Road/ Chapel Street	1,376	1,558	1,240	1,560	-9.9%	0.1%

The figures indicate a general declination of traffic volumes along Victoria Road from 2014. A background traffic growth rate of 0% is proposed for the modelling horizon year, which will be 10 years in the future (i.e. 2028). This is considered conservative with regard to traffic volume reductions.

5.1.2 Existing traffic generation

Roads and Maritime Guide to Traffic Generating Development indicates that 0.52 and 0.56/100sq.m GFA are typically generated for business parks and industrial estate land uses in a peak AM and PM hour respectively¹⁴. Assuming a development floorplate of 126,941sq.m as outlined in **Table 4-2** and a near full

¹⁴ <https://www.rms.nsw.gov.au/trafficinformation/downloads/td13-04a.pdf>, pg.2 accessed 8 October 2018



development of the FSR permissible in the DCP (typically 0.9-0.95:1), the following points outline estimated traffic generation for the existing land uses.

- > AM Peak Hour – $(126,941 \times 0.95) / (100) \times 0.52 = 627$ vehicle movements
- > PM Peak Hour – $(126,941 \times 0.95) / (100) \times 0.56 = 675$ vehicle movements

5.1.3 Future traffic generation

The Roads and Maritime Guide to Traffic Generating Development also estimates traffic generation for residential and commercial spaces. Ranges of rates and proposed assumptions for modelling purposes are shown in **Table 5-3**.

- > For residential land uses, there are well-recognised metrics of traffic generation where a gross number of dwellings is known.
- > With respect to the commercial office traffic generation rate, the Roads and Maritime traffic generation rate (1.6 and 1.2/100sq.m GFA) multiplies out to 1,785 movements in an AM peak hour, far exceeding the minimum provision of 1,391 spaces. Given the mismatch between parking provision and traffic generation, a traffic generation rate of 80% and 70% of the number of parking spaces having a movement in any respective AM or PM peak hour has been adopted.
- > Commercial retail and hospitality rates are not defined for AM peak periods; it is assumed that employees of retail and hospitality space would arrive at the precinct broadly comparable with commercial office space. This is a reasonable assumption considering employment density is similar (see **Table 4-5**).
- > Commercial retail and hospitality rates in PM peak periods are defined in the Roads and Maritime Guide to traffic generating developments. Assumptions have been made about the apportionment of retail floor space (see **Table 4-5**). It is assumed that retail floor space is consistent with 'slow trade' floor spaces. The Victoria Road Precinct DCP (pg. 6), outlines "...showrooms will enhance and develop the theme of home improvement offerings...". It is assumed all hospitality space is consistent with 'specialty shop' (takeaway food and general shopping stores) designation. Traffic generation rates for commercial retail and hospitality are undertaken on a GLFA basis. The Guide to Traffic Generating Development guides a GLFA/ GFA ratio of 75%.



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Table 5-3 Traffic generation rates

Land Use	Development	Traffic Generation		
		Range	AM Adopted Rate	PM Adopted Rate
Residential ¹⁵	1,100 dwellings	0.06-0.41/ dwelling	0.19/ dwelling	0.15/ dwelling
Commercial office ¹⁶	111,593sq.m	1.2-1.6/100sq.m GFA	1.6/100sq.m GFA 80% of spaces	1.2/100sq.m GFA 70% of spaces
Commercial retail	15,274sq.m	Variable	1.6/100sq.m GFA	2/100sq.m GLFA
Commercial hospitality	6,546sq.m	Variable	1.6/100sq.m GFA	5.6/100sq.m GLFA

Utilising the rates outlined in **Table 5-3**, **Table 5-4** outlines an indicative assessment of the traffic generating potential of the land uses and the net change in traffic. Calculations are shown in the footnotes at the bottom of the page.

Table 5-4 Future traffic generation

Land Use	AM Traffic Generation	PM Traffic Generation
Residential	209 ¹⁷	165 ¹⁸
Commercial office	1,116 ¹⁹	977 ²⁰
Commercial retail	244 ²¹	229 ²²
Commercial hospitality	105 ²³	275 ²⁴
TOTAL	1,674	1,646
Existing traffic generation	-627	-675
Net change in traffic generation	+1,047	+971

Using a range of traffic generation assumptions, it is estimated that the development schedule will result in an additional 1,047 vehicle movements in an AM peak hour, and an additional 971 vehicle movements in a PM peak hour.

5.1.4 Distribution of trips

The research of the distribution of trips is not well documented and requires a distribution split for the purposes of supporting the traffic modelling. **Table 5-5** shows the directionality assumptions made to support the traffic modelling.

Table 5-5 Directional splits

	Land Use	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Existing	Industrial (Warehouse)	30%	70%	50%	50%
Future	Commercial office	90%	10%	10%	90%
	Commercial retail	50%	50%	50%	50%
	Commercial hospitality	60%	40%	60%	40%
	Residential	20%	80%	70%	30%

¹⁵ <http://www.rms.nsw.gov.au/trafficinformation/downloads/td13-04a.pdf>, pg. 2, accessed 2 October 2018

¹⁶ <http://www.rms.nsw.gov.au/trafficinformation/downloads/td13-04a.pdf>, pg. 2, accessed 2 October 2018

¹⁷ 209 = 0.19*1,100

¹⁸ 165 = 0.15*1,100

¹⁹ 1,116 = 1,395*0.8

²⁰ 977 = 1,395*0.7

²¹ 244 = (15,274*1.6)/100

²² 229 = ((15,274*0.75)*2)/100

²³ 105 = (6,546*1.6)/100

²⁴ 275 = ((6,546*0.75)*5.6)/100



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Table 5-6 combines the traffic generation calculations with directionality assumptions. For the purposes of traffic modelling, **Table 5-6** is further supplemented by the trip orientation assumptions shown in **Table 3-5**.

Table 5-6 Directionality and net change in traffic per land use type²⁵

	Land Use	AM Peak		PM Peak	
		In	Out	In	Out
Existing	Industrial (Warehouse)	188	439	338	338
Future	Residential	42	167	116	50
	Commercial Office	1,004	112	98	879
	Commercial Retail	122	122	115	115
	Commercial Hospitality	63	42	165	110
Future		1,231	443	494	1,154
Existing		188	439	338	338
Net Change		+1,043	+4	+156	+816
			+1,047		+971

5.1.5 Access points

Primary site access points for the development sites to the surrounding road network are shown in **Table 5-7**.

Table 5-7 Modelled vehicle access points

Development Site	Assumed Existing	Assumed Future
1	Farr St	Farr St
2A	Victoria Rd	Farr St
2B	Mitchell St	Mitchell St/Farr St
3A	Victoria Rd	Mitchell St/Farr St
3B	Victoria Rd	Faversham St
4	Sydenham Rd	Faversham St
6	Chalder St (east)	Chalder St (east)
7	Chapel St (east)	Chapel St (east)
8	Chapel St (east)	Chapel St (east)
9	Smith St	Smith St
10	Victoria Rd	Cook Rd
11	Rich St	Rich St
12A	Chapel St (west)	Chapel St (west)
12B	Chapel St (west)	Chapel St (west)
12C	Chapel St (west)	Chapel St (west)
13A	Chalder St (west)	Chapel St (west)
13B	Chalder St (west)	Chapel St (west)
14	Brompton Street	Rich St

²⁵ Subject to nominal rounding errors



5.2 Base model performance

The performance of the existing road network is largely dependent on the operating performance of intersections which form critical capacity control points. The 'Level of Service' (LoS) is the standard measure used to assess the operational performance of the network and intersections. Level of Service is ranked from LoS A to LoS F, with LoS A representing the best performance and LoS F the worst. The assessment of intersection operation is based on criteria defined by Roads and Maritime in the *RTA Guide to Traffic Generating Development 2002*, and outlined in **Table 5-8**. The *RTA Guide to Traffic Generating Development 2002*, considers intersections to be operating well at LoS metrics of D or better (A, B, C or D).

The existing intersection assessment is presented in **Table 5-9**. It shows that most of the surveyed intersections operate at a level of service A or B. There are some capacity issues at Sydenham Road and Fitzroy St in the AM where it operates 'over capacity'. There is also an issue at Victoria Road and Chapel St in the PM period, with the intersection 'operating near capacity'.

The peak traffic generation of the precinct is expected to be on weekdays. The traffic attributable to commercial office would be negligible during weekend periods (noting that commercial office generates up to 67% of all traffic during weekday periods).

Table 5-8 Level of Service criteria for intersections

Level of Service (LoS)	Average Delay per Vehicle (sec)	Traffic Signals, Roundabouts	Give way, Stop Sign
A	<14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; incidents would cause excessive delays at signals. Roundabouts require other control modes	At capacity, requires other control mode
F	>70	Over capacity; unstable operation	Over capacity; unstable operation

Table 5-9 Existing conditions traffic assessment

Intersection	Control	AM Period		PM Period	
		Average Delay (seconds)	LoS	Average Delay (seconds)	LoS
Chapel St/Fitzroy St	Priority Control	8.7	A	7.9	A
Sydenham Rd/Farr St	Signalised	6.7	A	4.7	A
Sydenham Rd/Fitzroy St	Priority Control	110	F	35.5	C
Addison Rd/Illawarra Rd	Signalised	21.7	B	20.1	B
Sydenham Rd/Victoria Rd	Signalised	18.6	B	16.7	B
Victoria Rd/Edinburgh Rd	Signalised	10.9	A	10.5	A
Victoria Rd/Chapel St	Priority	32.3	C	45.9	D



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Table 5-10 Description of issue

Intersection	Capacity Issue
Sydenham Rd/Fitzroy St	In the AM, there were 140 and 40 vehicles turning left and right respectively from Fitzroy Street into Victoria Road. Due to the constant traffic flow along Victoria Road, minimal gaps in traffic flow are available to safely complete turns.
Victoria Rd/Chapel St	In the PM period, substantial delays were observed for the north west approach leg for through and right turns (noting that there were only 14 and 8 movements for each respectively). This was due to the constant traffic along Victoria Road.

5.3 Future base model performance

As a result of the 0% growth rate has been agreed with Council, the base model and the future base model result in the same outputs as described above in **Section 5.2**.

5.4 Future development model performance without upgrades

Based on the development schedule outlined in **Table 4-2**, and as noted in the modelling assumptions (culminating in **Table 5-6**), the full development model yields an additional 1,047 and 971 vehicle movements in each AM and PM peak hour respectively. When these are distributed across the network as described in **Table 5-7**, a future model with the existing road network can be assessed. This operational function of the future road network is described in **Table 5-11**.

The road network comes under considerable demand pressures, Addison Road and Illawarra Road fails in the PM peak period, Sydenham Road and Victoria Road fails in both AM and PM peak periods, as does Victoria Road and Chapel Street. These intersections need upgrades to improve the forecast level of service relative to its existing operation.

Table 5-11 Future conditions with existing network

Intersection	Control	AM Period		PM Period	
		Average Delay (seconds)	LoS	Average Delay (seconds)	LoS
Chapel St/Fitzroy St	Priority Control	10.2	A	8.4	A
Sydenham Rd/Farr St	Signalised	6.2	A	3.9	A
Sydenham Rd/Fitzroy St	Priority Control	109.6	F	44.9	D
Addison Rd/Illawarra Rd	Signalised	23.6	B	109.5	F*
Sydenham Rd/Victoria Rd	Signalised	158	F*	71.1	F*
Victoria Rd/Edinburgh Rd	Signalised	13.6	A	13.3	A
Victoria Rd/Chapel St	Priority	82.2	F*	603.8	F*

* Indicates a deterioration of at least 2 levels of service (i.e. A->C, B->D etc., or a deterioration to F from any service level)

5.5 Future development model with upgrades

There are three intersections which fail as a result of the development uplift and need to be subject to upgrades to meet one of the project objectives, which is that "as a minimum, the current level of service should be maintained within the Precinct with the increased development, now permitted under the rezoning. The Precinct should be no worse off, from a traffic and transport viewpoint, with the increased development".

Intersection upgrades can be undertaken through soft or hard measures. A soft measure is better utilising the existing infrastructure at an intersection, which typically involves measures such as optimising signal phasing. Hard upgrades typically change the control of the intersection (for example from priority to roundabout, or priority to signalisation), or the construction of new lanes to increase the capacity of an intersection.

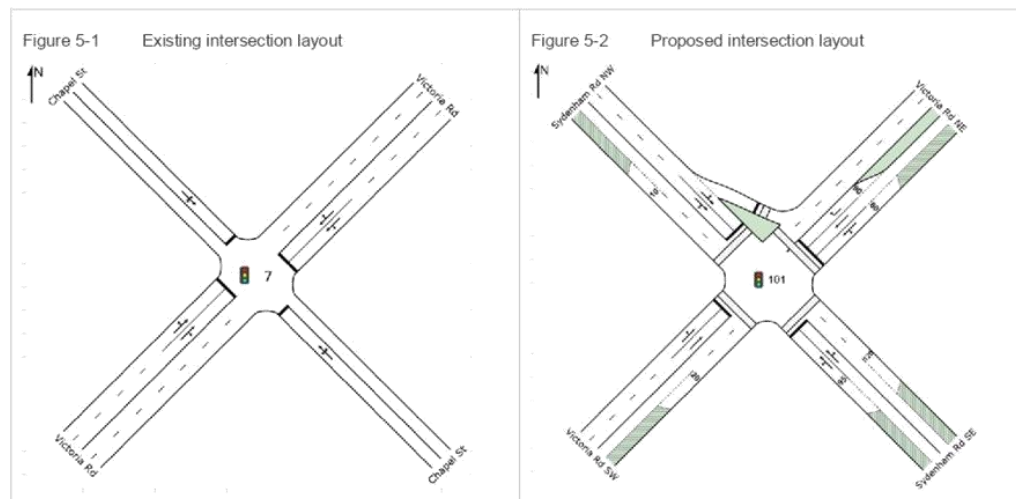
The intersections which need level of service improvements and the proposed rectification are described in **Table 5-12**.



Precinct 47 - Victoria Road Precinct
Traffic and Transport Needs Analysis

Table 5-12 Intersection upgrades

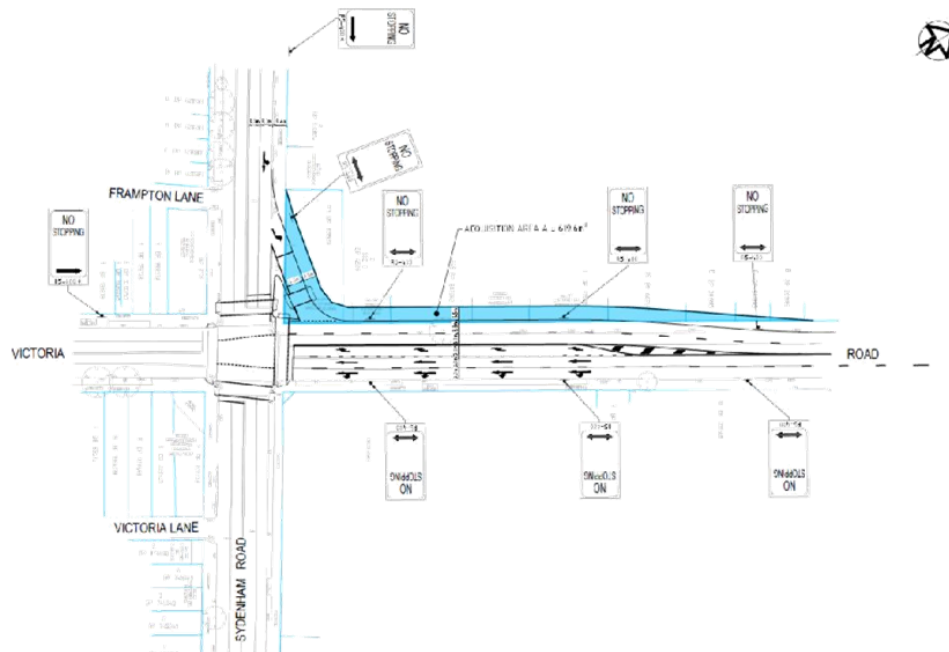
Intersection	Rectification
Addison Rd/Illawarra Rd	SIDRA modelling shows that with future traffic volumes, the signal timing can be optimised in the PM and this will result in a Level of Service C outcome.
Victoria Rd/Chapel St	There is an existing midblock crossing south of Chapel Street which is currently subject to a blackspot funding upgrade. With the implementation of AM clearways, after the midblock crossing is relocated to Chapel Street, and the broader signalisation of the legs of the intersection, it is forecast to operate at a level of Service A in the AM peak hour and D in the PM peak hour.
Sydenham Rd/Victoria Rd	A 90 metre right turn lane is proposed on Victoria Road on the north east approach to Sydenham Road. This is to be supplemented by a left turn slip lane linking the Sydenham Road north west approach with the Victoria Road north east leg departure. Such a proposal requires a land dedication. at&I has drafted a concept plan requiring a 619.6sq.m reservation to provide this infrastructure. The existing and proposed intersection layout is shown in Figure 5-1 and Figure 5-2 respectively. The draft concept plan for the intersection is shown in Figure 5-3 .





Precinct 47 - Victoria Road Precinct
Traffic and Transport Needs Analysis

Figure 5-3 Concept plan for intersection upgrade



Source: at&I drawing SKC02 dated 21 August 2018

Table 5-13 Future conditions with upgraded network

Intersection	Control	AM Period		PM Period	
		Average Delay (seconds)	LoS	Average Delay (seconds)	LoS
Chapel St/Fitzroy St	Priority Control	10.2	A (no change)	8.4	A (no change)
Sydenham Rd/Farr St	Signalised	6.2	A (no change)	3.9	A (no change)
Sydenham Rd/Fitzroy St	Priority Control	109.6	F (no change)	44.9	D (no change)
Addison Rd/Illawarra Rd	Signalised	23.6	B (no change)	30.5	C
Sydenham Rd/Victoria Rd	Signalised	36.5	C	27.0	B
Victoria Rd/Edinburgh Rd	Signalised	13.6	A (no change)	13.3	A (no change)
Victoria Rd/Chapel St	Signalised	9.9	A	41.8	C

The modelling suggests that the intersection of Sydenham Road and Fitzroy Street is already, and will continue to be under capacity constraints. Whilst this intersection has not been modelled in terms of an upgrade, it has been strategically costed as an infrastructure line item as outlined in **Section 7.2**. There are various levels of intersection function improvement at Addison Road/Illawarra Road, Sydenham Road/Victoria Road and Victoria Road/Chapel Street which result from the infrastructure upgrades described in **Table 5-12**.

Table 5-14 compares the existing levels of service with the future network with upgrades. The data shows that of the seven surveyed intersections, in the AM period, one intersection gets marginally worse, and one



Precinct 47 - Victoria Road Precinct
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intersection gets significantly better. In the PM period, two intersections get marginally worse, and one intersection gets marginally better.

Table 5-14 Comparison of existing and future network with upgrade

Intersection	Control	AM Period		PM Period	
		Existing conditions base model	Future with upgrade scenario	Existing conditions base model	Future with upgrade scenario
Chapel St/Fitzroy St	Priority Control	A	A	A	A
Sydenham Rd/Farr St	Signalised	A	A	A	A
Sydenham Rd/Fitzroy St	Priority Control	F	F	C	D
Addison Rd/Illawarra Rd	Signalised	B	B	B	C
Sydenham Rd/Victoria Rd	Signalised	B	C	B	B
Victoria Rd/Edinburgh Rd	Signalised	A	A	A	A
Victoria Rd/Chapel St	Existing: Priority Control Future: Signalised	C	A	D	C

* Orange cells show an intersection which deteriorates (existing compared to future with upgrade scenario). Green cells show an intersection which improves (existing compared to future with upgrade scenario)

Table 5-14 shows that on balance, whilst there is some minor increase in delays at some intersections, there are improvements at other intersections. At a road network level, it is considered that there is no net deterioration in the function of the network as a whole. The modelling therefore satisfies Council's requirement that, "as a minimum, the current level of service should be maintained within the Precinct with the increased development, now permitted under the rezoning. The Precinct should be no worse off, from a traffic and transport viewpoint, with the increased development."



5.6 Change in intersection flow

Table 5-15 summarises the overall change in flow through the study intersections. At a network level, increase there is expected to be a 20.8% increase in traffic in the AM peak and an increase of 17.0% in the PM peak. A single vehicle may impact several intersections in the study area.

Table 5-15 Intersection volumes

	AM Period			PM Period		
	Existing	Future with Upgrade	Change	Existing	Future with Upgrade	Change
Chapel St/ Fitzroy St	569	680	+111 (+19.5%)	594	719	+125 (+21.0%)
Sydenham Rd/ Farr St	1,435	1,577	+142 (+9.9%)	1,597	1,680	+83 (+5.2%)
Sydenham Rd/ Fitzroy St	1,501	1,529	+28 (+1.9%)	1,621	1,672	+51 (+3.1%)
Addison Rd/ Illawarra Rd	1,156	1,235	+79 (+6.8%)	1,249	1,395	+146 (+11.7%)
Sydenham Rd/ Victoria Rd	2,186	2,596	+410 (18.8%)	2,536	2,854	+318 (+12.5%)
Victoria Rd/ Edinburgh Rd	1,398	2,091	+693 (+49.6%)	1,817	2,444	+627 (+34.5%)
Victoria Rd/ Chapel St	1,376	1,912	+536 (+39.0%)	1,544	2,058	+514 (+33.3%)
TOTAL	9,621	11,620	+1,999 (+20.8%)	10,958	12,822	+1,864 (+17.0%)

5.7 Modelling limitations

Modelling relies on a number of underlying assumptions. At a broader regional level, the modelling does not include any of the major infrastructure projects discussed in **Section 4.6**. It also relies on the development, parking, traffic generation and traffic distribution rates discussed in **Section 5.1**.



6 Infrastructure Schedule

6.1 General transport network upgrades

A strategic desktop assessment of transport infrastructure needs has been undertaken of Precinct 47, identifying infrastructure which may need to be renewed to accommodate the development uplift. A condition audit of infrastructure falls outside of the scope of this report, and therefore, infrastructure has been documented as if it needs to be renewed throughout the precinct, this can be considered a worst case scenario.

More detailed investigations will be required to validate the desktop assessment. **Table 6-1** summarises the infrastructure renewal or additional infrastructure proposed as part of the development uplift.

Table 6-1 Infrastructure renewal schedule

Infrastructure	Number of items/links	Distance (if linear)
Footpath (linear metres)	75	7,950m
Kerb and gutter renewal ²⁶	41	2,307m
Kerb ramp	95	
Pedestrian refuge/splitter island	11	

To support bicycle use, bicycle network provisions should be provided in alignment with the Marrickville Bike Plan. This includes the provision of local routes on the following roads:

- > Derby Street;
- > Jabez Street;
- > Shepherd Street;
- > Thompson Street;
- > Farr Street; and
- > Chapel Street.

Local routes are assumed to consist of bicycle stencil markings at intersections and each 50 metres to reinforce the priority of these as key bicycle routes. The assessment of these roads/ routes indicates 66 stencils will be required.

Developments are expected to provide on-site bicycle parking facilities. On-street bicycle parking provisions should be provided to support visitor access by bicycle. Indicatively, it is estimated 100 bicycle hoops could be provided in prominent kerbside locations throughout the precinct. Bicycle specific infrastructure provisions are summarised in **Table 6-2**.

Table 6-2 Bicycle infrastructure

Infrastructure	Number of items/links
Bicycle stencils	66
Bicycle parking hoops	100

²⁶ Due to the highly industrial nature of the site, kerb and gutters are not well formed in all locations, a highly strategic assessment of locations where kerb and gutter upgrades might be required has been assessed



6.2 Infrastructure upgrades

Section 9.47.5 of the Victoria Road Precinct DCP outlines an indicative masterplan as is shown in **Figure 2-2**. Some changes have been made, but it remains broadly indicative of the streetscape vision for the precinct. It is understood that some of the projects are not likely feasible due to heritage constraints, and whilst in some instances, the heritage constraints preclude the development of the masterplan, in other instances, the works may be able to be accommodated. One such example of this is the road link between Rich Street and Chapel Street.

Working collaboratively with Council, the following 19 projects were identified and agreed to, generally comprising of the following:

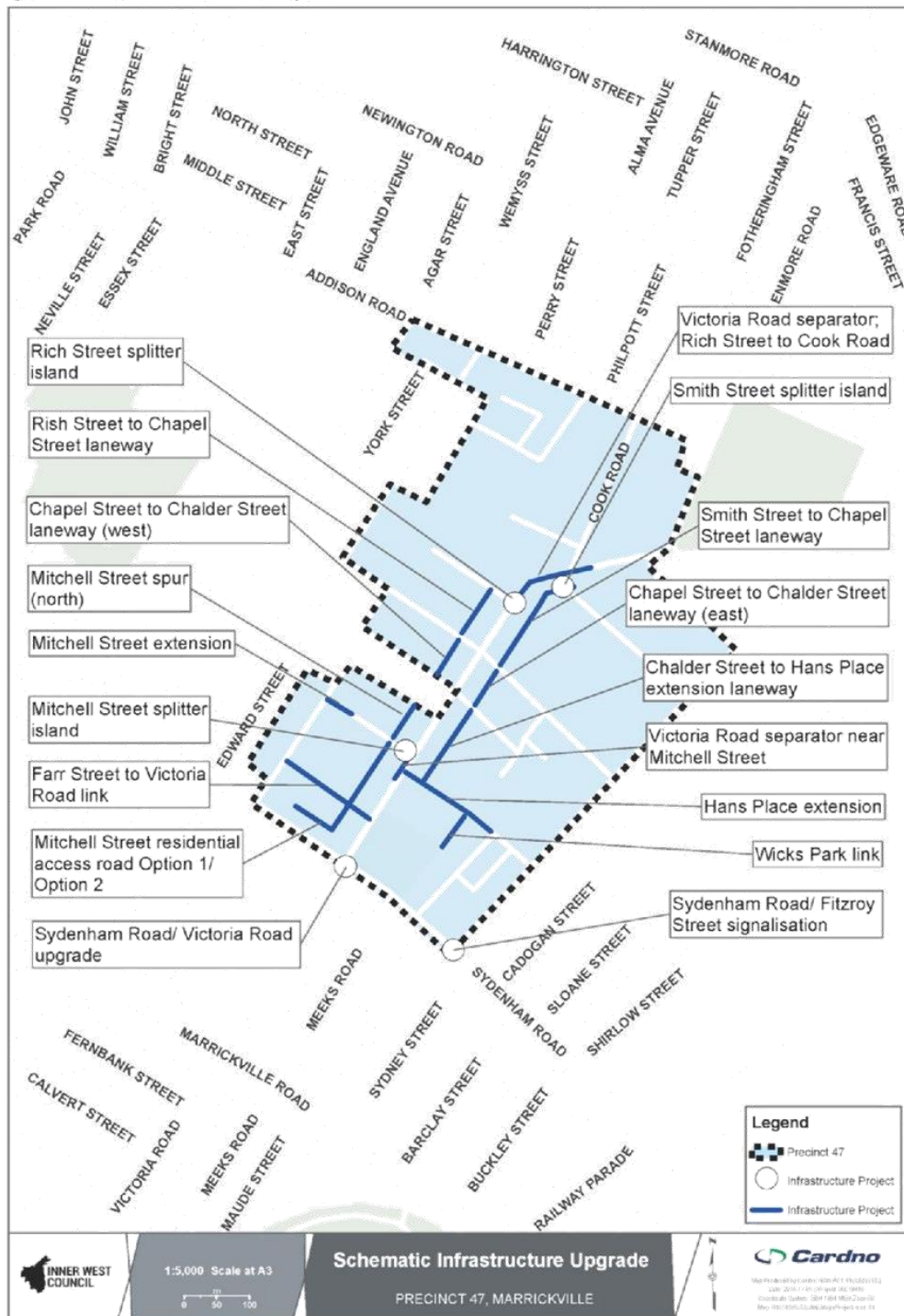
- > **Farr Street to Victoria Road Link:** An 18m wide, 150m long green reserve linking Farr Street and Victoria Road.
- > **Victoria Road separator at Mitchell Street:** An 80m long raised concrete separator on Victoria Road near Mitchell Street.
- > **Mitchell Street splitter island:** A splitter island at the eastern end of Mitchell Street at Victoria Road.
- > **Hans Place extension:** A 165m long, 20m wide road reserve extension of Hans Place to Victoria Road, including the installation of bollards at Victoria Road and approximately 85sq.m of land acquisition from an allotment which has not been rezoned.
- > **Wicks Park link:** An 80m long, 5m wide pedestrian link between the Hans Place extension (as described above) and Wicks Park.
- > **Victoria Road separator; Rich Street to Cook Road:** A 140m long raised concrete separator on Victoria Road from Cook Road to Mitchell Street.
- > **Smith Street splitter island:** A splitter island at the northern end of Smith Street at Victoria Road.
- > **Rich Street splitter island:** A splitter island at the eastern end of Rich Street at Victoria Road.
- > **Chapel Street to Chalder Street laneway:** A 60m long, 12m wide road reserve linking Chalder Street to Chapel Street (west of Victoria Road).
- > **Rich Street to Chapel Street laneway:** A 70m long, 12m wide road reserve linking Chapel Street to Rich Street.
- > **Mitchell Street extension:** A 40m long, 18m wide extension of Mitchell Street to Farr Street.
- > **Sydenham Road/Fitzroy Street signalisation:** Removal of existing pedestrian zebra crossing and installation of traffic lights at intersection of Sydenham Road and Fitzroy Street.
- > **Chalder Street to Hans Place extension laneway:** A 130m long, 12m wide road reserve between the Hans Place extension at Chalder Street.
- > **Chapel Street to Chalder Street laneway:** A 60m long, 12m wide road reserve between Chalder Street and Chapel Street (east of Victoria Road).
- > **Smith Street to Chapel Street laneway:** A 150m long, 12m wide road reserve between Chapel Street and Smith Street.
- > **Sydenham Road and Victoria Road intersection upgrade:** Reconfiguration of the intersection located at Sydenham Road and Victoria Road as shown in **Figure 5-3**, including a land acquisition of approximately 620sq.m.
- > **Mitchell Street spur (north):** A 50m long, 12m wide road reserve spur north off Mitchell Street.
- > **Mitchell Street residential access road option 1:** A 220m long, 12m wide road reserve linking Mitchell Street to a development entry point near the intersection of Farr Street and Sydenham Road.
- > **Mitchell Street residential access road option 2:** A 220m long, 20m wide road reserve linking Mitchell Street to a development entry point near the intersection of Farr Street and Sydenham Road.

The location of the infrastructure upgrades and their scope have been schematically drafted and shown in **Figure 6-1**.



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Traffic and Transport Needs Analysis

Figure 6-1 Schematic indication of major work





7 Cost estimate

Infrastructure upgrades have been strategically costed based on unit rates provided by Council and a specialist quantity surveying sub-consultant. Importantly, the cost estimations need to be reasonably apportioned between Council and the developer, and it is expected that the liability will be funded by a developer contributions plan or voluntary planning agreement.

7.1 General transport infrastructure upgrades

Council provided its unit rate costing sheet for infrastructure. Based on the content of **Table 6-1**, **Table 7-1** estimates costs for infrastructure renewal. The document recommends a 15% contingency be applied at the planning stage and 10% at the detailed design stage.

Table 7-1 Cost estimation for unit items²⁷

Infrastructure	Number	Rate/Unit	Cost
Existing footpath demolition	7,950 metres	\$40/m ² (up to 100mm thick)	\$636,000 ²⁸
Footpath renewal	7,950 metres	\$110/m ² (100mm reinforced concrete)	\$1,749,000 ²⁹
Kerb and gutter	2,307 metres	\$160/m (concrete 150mm high by machine)	\$369,120
Kerb ramp	95	\$1,025 each	\$97,375
Pedestrian splitter island	11	\$33,000 each ³⁰	\$363,000
On-road bicycle stencil	66	\$100 each ³¹	\$6,600
Bicycle parking loop ³²	100 (Indicative)	\$245 each	\$24,500
TOTAL			\$3,245,595

7.2 Infrastructure upgrades

Table 7-2 shows the projects nominated in **Section 6.2** and the estimated project cost. The table also apportions costs between the developer and Council.

The costs assume that Council will not bear any demolition costs (to be completed separately by developer) and will take occupation of land free of any encumbrances. It is noted that the costs are strategic and exclude any utility relocation costs (water, sewer, power), and it is understood these costs are being considered as part of a separate investigation. The costs include a range of contingencies including a construction contingency (20%) and design development allowance (10%).

See **Appendix A** for the quantity surveying report.

²⁷ As per Inner West Council Unit Rates for estimation purposes only document dated 16 October 2018

²⁸ Council directed the assumption of 2 metre wide footpaths (7,950m*2m wide*40/sq.m)

²⁹ Council directed the assumption of 2 metre wide footpaths (7,950m*2m wide*110/sq.m)

³⁰ Cost of splitter island as per Muller Partnership cost estimate

³¹ Email received from Council 7 November 2018

³² Additional bicycle parking is to be provided in accordance with the Marrickville DCP for each DA



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Traffic and Transport Needs Analysis

Table 7-2 Cost estimate of infrastructure

Project	Cost (incl. GST)	Indicative apportionment to developers	Indicative cost to Government	Indicative cost to developers
Infrastructure upgrades				
Farr Street to Victoria Road Link	\$1,167,100	100%	\$-	\$1,167,100
Victoria Road separator at Mitchell Street	\$60,500	100%	\$-	\$60,500
Mitchell Street splitter island	\$33,000	100%	\$-	\$33,000
Hans Place extension	\$2,327,600	100%	\$-	\$2,327,600
Wicks Park link	\$103,400	100%	\$-	\$103,400
Victoria Road separator; Rich Street to Cook Road	\$102,300	100%	\$-	\$102,300
Smith Street splitter island	\$33,000	100%	\$-	\$33,000
Rich Street splitter island	\$33,000	100%	\$-	\$33,000
Chapel Street to Chalder Street laneway (west)	\$457,600	100%	\$-	\$457,600
Rich Street to Chapel Street laneway	\$508,200	100%	\$-	\$508,200
Mitchell Street extension	\$364,100	100%	\$-	\$364,100
Sydenham Road/Fitzroy Street signalisation	\$737,000	20%	\$589,600	\$147,400
Chalder Street to Hans Place extension laneway	\$842,600	100%	\$-	\$842,600
Chapel Street to Chalder Street laneway (east)	\$441,100	100%	\$-	\$441,100
Smith Street to Chapel Street laneway	\$957,000	100%	\$-	\$957,000
Sydenham Road and Victoria Road intersection upgrade	\$2,487,100	100%	\$-	\$2,487,100
Mitchell Street spur (north)	\$305,800	100%	\$-	\$305,800
Mitchell Street residential access road option 1 ³³	\$1,298,000	100%	\$-	\$1,298,000
Mitchell Street residential access road option 2	\$1,786,400	100%	\$-	\$1,786,400
SUB-TOTAL (Inclusive of contingency)	\$12,746,800		\$589,600	\$12,157,200
General transport infrastructure upgrades				
Footpath demolition	\$636,000	50%	\$318,000	\$318,000
Footpath renewal	\$1,749,000	50%	\$874,500	\$874,500
Kerb and gutter renewal	\$369,120	100%	\$-	\$369,120
Kerb ramp renewal	\$97,375	50%	\$48,688	\$48,688
Pedestrian splitter island	\$363,000	50%	\$181,500	\$181,500
On-road bicycle stencil	\$6,600	50%	\$3,300	\$3,300
Bicycle parking loop	\$24,500	50%	\$12,250	\$12,250
SUB-TOTAL	\$3,245,595		\$1,438,238	\$1,807,358
Assumed contingency	15%		15%	15%
SUB-TOTAL including contingency	\$3,732,434		\$1,653,973	\$2,078,461
TOTAL including contingency	\$16,479,234		\$2,243,573	\$14,235,661

* Note that all apportionment figures are indicative only and subject to consultation with Council

* Sums subject to nominal rounding errors

³³ As the Mitchell St residential access road has two options, the projects are mutually exclusive and should not be both counted. For the purposes of aggregating costs, the more expensive option 2 has been considered in the total cost



8 Conclusion

Due to a recent rezoning of land in Precinct 47 within Marrickville, the traffic and transport requirements of the area will change. The precinct is generally light industrial and warehouse uses at present, but is to undergo significant uplift to accommodate commercial, retail and residential land uses. The following points summarise the traffic and transport implications for the precinct:

- > Precinct 47 will be subject to considerable uplift in the medium-to-long term. In total, it is envisioned that the site will be subject to development of approximately 257,000sq.m of commercial and residential floor space. This will be comprised of approximately 133,000 sq.m of commercial floor space and 124,000sq.m of residential floor space.
- > Precinct 47 is generally well served by public transport services, and this will improve with the commencement of Sydney Metro operations and new bus services.
- > Active transport provisions are limited due to existing land use but will be improved with the progression of the development uplift associated with Precinct 47.
- > Precinct 47 will be expected to accommodate approximately 2,000 residents and 6,000 employees.
- > For the development schedule specified, a minimum of 2,973 parking spaces will be required to be provided for Precinct 47. This does not include loading bays and excludes bicycle parking.
- > It is expected that upon full development, Precinct 47 will generate (approximately) an additional 1,050 vehicle movements in an AM peak hour, and an additional 970 vehicle movements in a PM peak hour.
- > Once site access points, directionality (in/out) and the orientation (north/south/east/west) of these trips are considered, the trips are quickly dispersed across the broader road network with varying, but overall moderate impacts. Gross traffic flow through the seven study area intersections will be expected to increase by up to approximately 20% compared to existing conditions.
- > The intersection of Sydenham Road and Fitzroy Street fails under existing AM peak periods, it will continue to fail in AM peak periods the future with the development of Precinct 47.
- > The development will result in the following intersections failing during either the AM or PM peak, and the failure can be rectified by:
 - Addison Road/Illawarra Road (Forecast PM fail) – Reconfigure signal phasing,
 - Victoria Road/Chapel Street (Forecast AM and PM fail) – Existing blackspot signal relocation proposal from midblock pedestrian crossing, and
 - Victoria Road/Sydenham Road (Forecast AM and PM fail) – Intersection upgrade incorporating new turning lanes and slip lanes.
- > The rectifications outlined above are forecast to improve the level of service of the intersections to broadly in line with existing conditions, meaning that with the uplift and the intersection improvements, it is expected there should be negligible net change in the function of the road network.
- > 19 transport infrastructure projects have been costed, these generally include new streets to support the uplift, intersection upgrades and facilities to enhance pedestrian safety.
- > Cumulatively, these projects have been strategically costed at **\$16,479,234**, noting that the costs can be shared with developers by way of a developer contributions plan.
- > It is expected that approximately **\$14,235,661** can be reasonably apportioned to developers, leaving a gap of **\$2,243,573** to be funded by Government.

APPENDIX

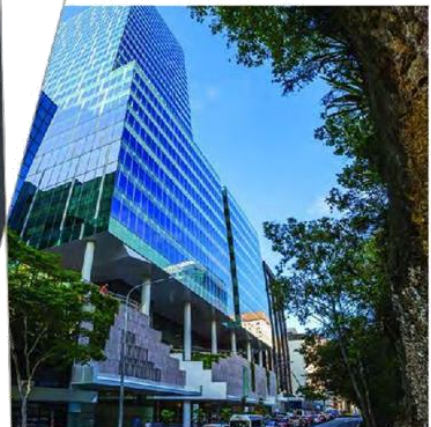
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COST ESTIMATES

Flooding and Stormwater Advice

Victoria Road Precinct Developer
Contributions Plan

59919024



Prepared for
Inner West Council

27 November 2018



Flooding and Stormwater Advice
Victoria Road Precinct Developer Contributions Plan

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Appendices

Appendix A Flood Model Results

Appendix B Cost Estimate

Appendix C Progress Report

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Table 1: Preliminary Options Assessed

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Figure 1-1 Location of Study Area

Figure 2-1: Preferred Option

Figure 3-1: Indicative Masterplan for Victoria Road Precinct

Figure 4-1: Typical Road Cross-Section with Proposed Culvert and Existing Utilities



Executive Summary

Cardno (NSW/ACT) Pty Ltd (Cardno) was commissioned by Inner West Council to provide stormwater and flooding advice for the proposed Victoria Road Precinct, Marrickville NSW. The Precinct was rezoned by the Department of Planning and Environment (DPE) in 2017 to allow for mixed use and residential developments.

The Precinct is located in the low-lying floodplain of the Marrickville Valley Catchment and has existing flooding issues.

This report has been prepared to inform the preparation of a developer contributions plan. A number of options were identified by reviewing the flood risk management options from the *Marrickville Valley Flood Risk Management Study and Plan (FRMSP)* (Cardno, 2017). The options were later refined in combination with a number of flood modelling iterations and correspondence with Council and stakeholders such as Transport for NSW and Sydney Water.

The flooding assessment was carried out by adopting Council's existing TUFLOW model prepared by Cardno for the *Marrickville Valley FRMSP* (2017). This existing model was refined to include modifications to the Sydney Water stormwater channel. A design scenario was modelled with the inclusion of the proposed roads and lanes in the Victoria Road Precinct Masterplan as well as the dimensions of the preferred trunk drainage. The existing and design scenarios were modelled for 1% AEP and 10% AEP events to determine the effectiveness of the preferred option.

Results for the preferred option showed overall flood level reductions in the Precinct of up to 0.15 m in the 1%AEP, especially along Victoria Road and including properties downstream of the Precinct. Adopting the Victoria Road Precinct Masterplan layout initially resulted in some adverse flood impacts, particularly around Fitzroy Street. However, these were reduced by some local upgrades to the stormwater system.

A preliminary concept design and cost estimate for the preferred option were prepared, noting that there were significant constraints related to existing utilities (eg; high voltage electricity and high pressure gas mains) which will need additional investigation as part of future design development.



1 Introduction

The Inner West Council commissioned Cardno to provide flooding and stormwater advice for Victoria Road Precinct, Marrickville. In 2017, The Department of Planning and Environment (DPE) had a Local Environmental Plan (LEP) amendment to the Marrickville LEP which has rezoned a significant portion of the Precinct for mixed use and residential flat developments. The LEP requires infrastructure capable of supporting the new development, before any development application is determined by Council.

1.1 Background

Victoria Road Precinct (refer 0) is approximately 18 hectares and is located within Marrickville Valley catchment, which is located in Inner West Council LGA. According to the *Marrickville Valley Flood Risk Management Study and Plan (FRMSP)* (Cardno, 2017), the topography of the study area is low-lying and prone to flooding as it was once a part of the Gumbramorra Swamp.

Currently, the existing site is predominantly used for industrial and commercial purposes. The majority of the flows from the proposed Victoria Road Precinct to the north are diverted into the Eastern Channel North and the Precinct to the South are diverted to the Sydenham Pit and then pumped back to the Eastern Channel South.

1.2 Scope of Works

The scope of the assessment included:

- Reviewing the existing Marrickville Valley Floodplain Risk Management Study and Plan (Cardno, 2017) to identify significant flooding areas within the Precinct for options identification.
- Updating existing models for Marrickville Valley FRMSP to include the proposed Victoria Road Precinct plan.
- Mapping the flood depth and provisional hazard for the existing conditions for 1% AEP and 10% AEP events.
- Mapping flood depth, provisional hazards and water level difference for proposed options for the 1% AEP and 10% AEP.
- Prepare a concept design for the proposed option.
- Prepare a cost estimate for the proposed option.
- Prepare a summary report.

1.3 Available Data

The following information was used for this assessment:

- Marrickville Valley Flood Risk Study and Plan (FRMSP)
- LiDAR data (already held from FRMSP)
- A digital copy of Victoria Road Precinct DCP Masterplan (dated: 10 October 2018)
- Council's GIS drainage pits and pipes (already held from FRMSP)
- Aerial photo from NearMap (dated 08 October 2018)
- Surveys for existing Sydney Water Channel at Rich Street (dated 26 September 2018)
- Dial-Before-You-Dig Plans (dated from 04 October 2018 to 15 November 2018)



Flooding and Stormwater Advice
Victoria Road Precinct Developer Contributions Plan



(Aerial Image Source: Neamap 2018)

Figure 1-1 Location of Study Area



2 Options Identification

2.1 Precinct Flood Behaviour

A preliminary flood assessment of the study area was conducted by reviewing the existing flood behaviour from the *Marrickville Valley FRMSP (Cardno, 2017)*. It highlights that Victoria Road Precinct (currently known as Marrickville Industrial Area) as one of the worst affected areas, with depths exceeding 1 m in a 1% AEP event. The flooding is mostly caused by flash flooding which can also affect flood emergency and services responses. It was found that the critical duration within the catchment is 2 hours.

The *Marrickville FRMSP (2017)* also assessed the flow capacity of the existing stormwater network and found that almost all pipes are already running full in the 50% AEP event (2 Year ARI).

2.2 Constraints

There are a number of constraints that were identified during desktop analysis and review of the *Marrickville Valley FRMSP (2017)* and during an inception meeting with Council (21 September 2018):

- detailed utility survey was unavailable
- Works on the Sydney Water channel may be complicated and obtaining approval may be difficult,
- LiDAR data for ground level elevations throughout the precinct have not been updated – assumptions about road grades are based on interpolating ground level elevations; and
- The Sydenham Pit is registered in the OEH's NSW State Heritage list which means permissions will need to be acquired if flows are to be diverted to the pit.

2.3 Preliminary Options

An initial desktop analysis was conducted by reviewing the *Marrickville Valley FRMSP (Cardno, 2017)* which recommended and modelled 30 flood mitigation options. Four options were assessed as preliminary options for the Victoria Road Precinct as summarised in **Table 1**. These options primarily focused on diverting flows from the Eastern Channel (North) and Eastern Channel (West) to the Sydenham Pit and then pump back to the Eastern Channel (South).

The key basis for identifying the preliminary options was that a hydraulic control was identified in the Eastern Channel downstream of Fitzroy Street. Given this section of channel passes through private property and is covered, it was considered unlikely to be feasible to upgrade this section of the channel. Therefore, the preliminary options focused on diverting flows through a new trunk drainage system to Sydenham Pit, where they could then be pumped back into the Eastern Channel downstream of the hydraulic control.

Table 1: Preliminary Options Assessed

OPTION	DESCRIPTION
1. New drainage network from Meeks Lane to Sydenham Pit along Rich Street, Victoria Road, Chalder Street, Chalder Avenue and Saywell Street.	Diverting flows from Eastern Channel at Meeks Lane & Rich Street to Sydenham Pit via a new trunk line (3m x 0.90m) to reduce flooding upstream of Chapel Street and Victoria Road. The existing open Sydney Water channel that runs along Rich Street and Smith Street will have capacity to accommodate local flows in the industrial area.
2. Additional new drainage along Faversham Street and Hans Place and connecting it to the Option 1 network.	This option can reduce flooding on Sydenham Road, along Faversham Street, Hans Place and on Fitzroy Street. Current over floor flooding depths range from 0.10 to 0.55m.
3. Potential detention basin at Wicks Park.	Approx. 2000m ³ of storage volume in the open space through bunding or excavation. This option may reduce flooding downstream of Wicks Park. The option may work well in combination with Options 1 and 2.
4. Local drainage works at Brompton Street, Victoria Road and Smith Street to increase capacity into existing open channel.	Upgrading current pipe sizes to 900 diameter pipes. This option works well in combination with all options mentioned above.

Item 1

Attachment 6

Attachment 6

Attachment 6



Figure 2-1: Preferred Option



3 Flood Modelling

3.1 Model Setup

The existing TUFLOW Marrickville Valley FRMSP model (Cardno, 2017) is a 3m x 3m grid two-dimensional model and was revised to include features from site observations and the drainage drawings provided by council. The updates included:

- Updates to the existing Sydney Water channel at Meeks Lane obtained from 1-9 Rich Street Development Plan (27 September 2018).
- An easement and overland flow path from Chalder Avenue to Saywell Street was identified during a site visit on 21 September 2018 and added to the model.

3.2 Existing Scenario

A revision of the existing flood depth and flood hazard was conducted by running the TUFLOW model for 1% AEP and 10% AEP events. These results have been provided in **Appendix A** as follows:

- **Figure A.1** 10% AEP Peak Depths
- **Figure A.2** 1% AEP Peak Depths
- **Figure A.3** 10% AEP Hazard Provisional
- **Figure A.4** 1% AEP Hazard Provisional

The results showed significant flooding upstream of the precinct at Jabez Street and Handley Street, with depths ranging from 0.1 to 1.0 m. Major flooding can also be seen downstream of the Precinct at Fitzroy Street as it is a low-lying area. Victoria Road acts as a major flow path for excess flows generated upstream of the Precinct.

The revised existing model was used as a basis to assess the efficacy of the proposed flood mitigation options in Victoria Road Precinct.

3.3 Preferred Option

The updated existing conditions model was then used as a basis to assess the benefits of the proposed trunk drainage upgrades for the Precinct. This options modelling included the proposed stormwater trunk drainage upgrades as well as digitizing the Precinct's building polygons and roads from the masterplan (refer Error! Reference source not found.) (dated 08/10/2018). The dimensions of the proposed roads was estimated by interpolating the existing ground level elevation and using street widths recommended from the Transport for NSW and Inner West Council (dated 23/10/2018).

A model run for the final trunk drainage option was conducted to show improvements in flooding in the 1% and 10% AEP. These results are summarised in **Appendix A** as follows:

- **Figure B.1** – 10% AEP Flood Depth
- **Figure B.2** – 1% AEP Flood Depth
- **Figure B.3** – 10% AEP Hazard Provisional
- **Figure B.4** – 1% AEP Hazard Provisional
- **Figure B.5** – 10% AEP Water Level Difference (Design Scenario Less Existing Scenario)
- **Figure B.6** – 1% AEP Water Level Difference (Design Scenario Less Existing Scenario)

The flood model results for both 1% and 10% AEP events show that there are generally reductions in flooding across the Precinct and also for properties downstream. There are minor increases in flood levels along the east of Fitzroy Street and Brompton Street as well as areas along the proposed streets from the Victoria Road Precinct Masterplan.

Figure B.6 shows that flood depths in the 1% AEP event have been reduced along Victoria Road by up to 0.15m, with reductions at Sydenham Street intersection of up to 0.07 m. Minor increases of up to 0.07 m were observed in Fitzroy Street. However, it is expected that this impact could be mitigated by increasing the



Flooding and Stormwater Advice
Victoria Road Precinct Developer Contributions Plan

proposed inlet and pipe capacity in Fitzroy Street, which should be considered as part of future design development.



Figure 3-1: Indicative Masterplan for Victoria Road Precinct

4 Preferred Concept Design and Cost Estimate

4.1 Concept Design

Further to the preferred option design presented in 0, additional investigation and design was undertaken. In particular, consideration was given to the large number of utilities throughout the Precinct.

Preliminary information on utilities was obtained from a DBYD search. This information was then incorporated into a 3D model, in combination with the proposed design, by assuming typical depths. A typical section showing the proposed culvert and existing utilities is included in 0.

The utilities represent a significant constraint to upgrading the stormwater system, particularly with underground high voltage electrical and high pressure gas being located in the road reserves within close proximity to the proposed upgrades.

The design will need to be reviewed and updated to reflect utilities survey which should be obtained in subsequent design phases. Consideration should also be given to any future utilities upgrades required to accommodate the proposed level of development.

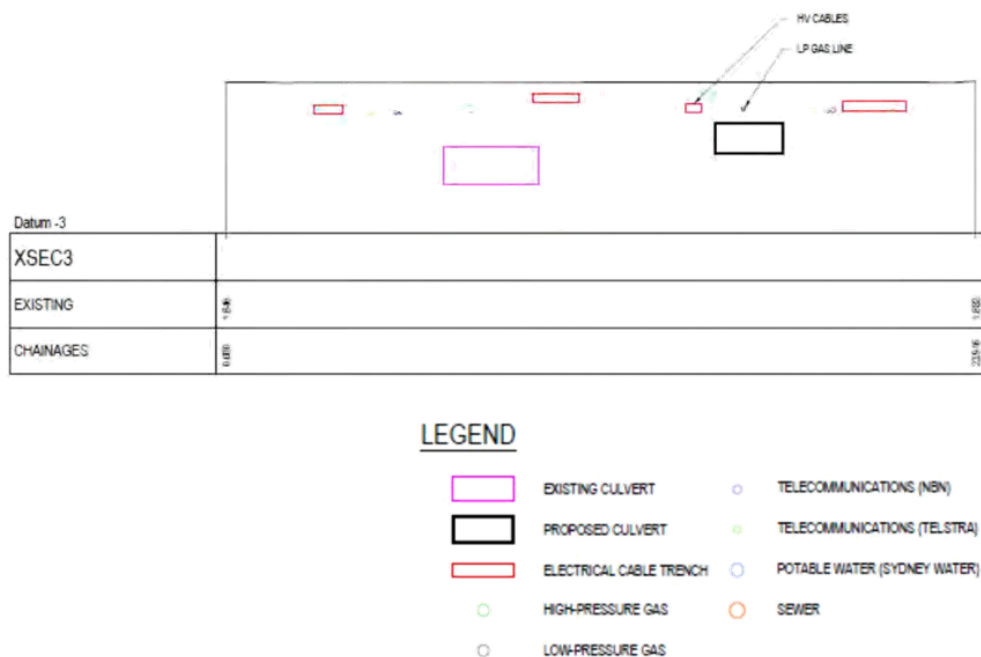


Figure 4-1: Typical Road Cross-Section with Proposed Culvert and Existing Utilities

4.2 Cost Estimate

A preliminary cost estimate has been prepared for the concept design. The cost estimate includes a nominal allowance for existing services adjustments, however this is based on limited information and is an area of significant uncertainty.

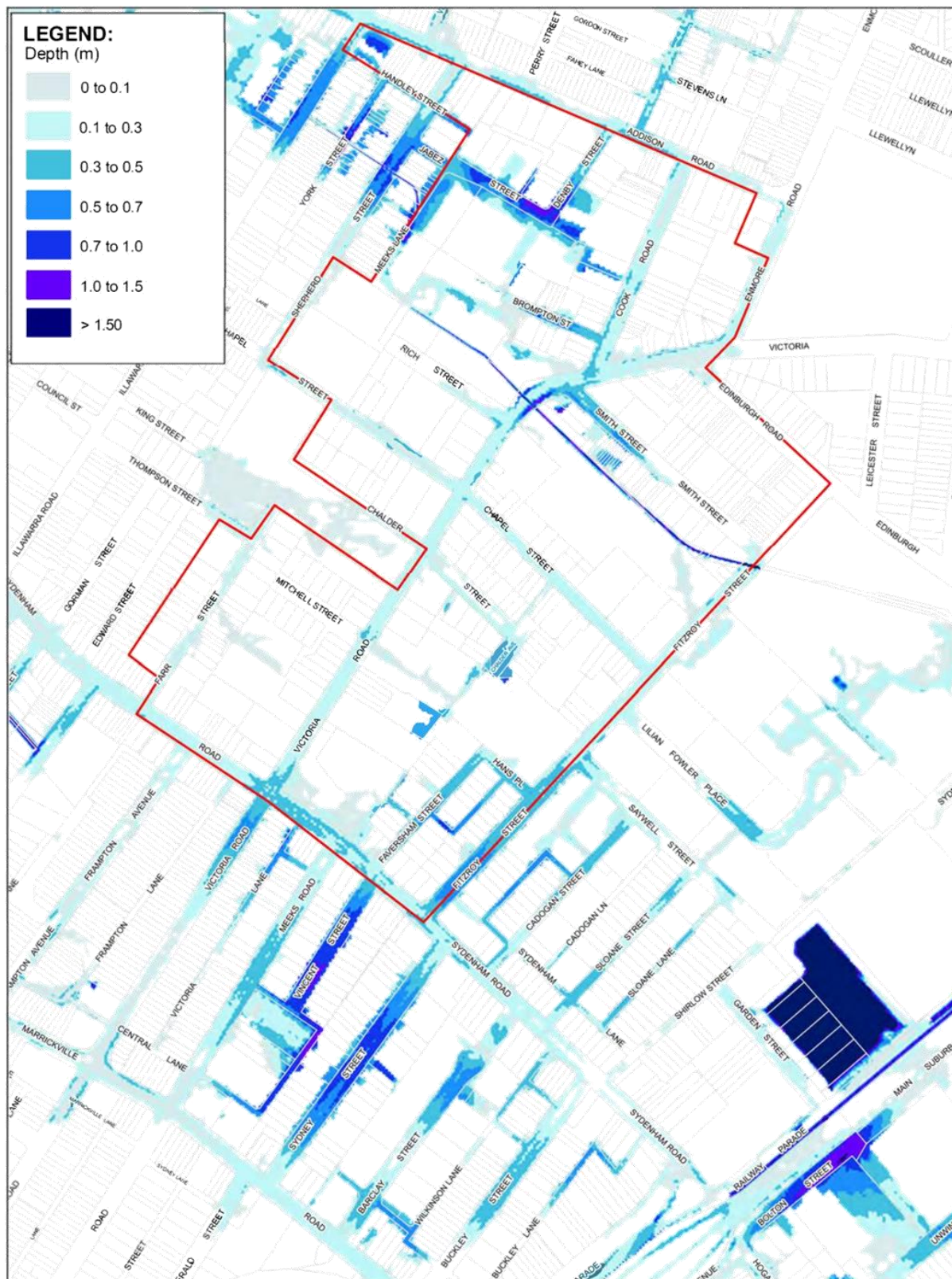
The total cost is approximately \$14,000,000 (excluding GST). A full cost estimate is provided in **Appendix B**.



5 Conclusion

This assessment has included the design and assessment of stormwater designs that significantly reduce flooding throughout the Victoria Road Precinct and facilitate future development of the area. We have also prepared a cost estimate for the proposed works. Utilities survey will be required in subsequent design phases to provide greater certainty regarding the potential cost of utilities adjustments.





Cardno
Map Created: 21 November 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Existing Scenario- 10% AEP
Flood Depth

FIGURE A.1





Cardno
Map Created: 21 November 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Existing Scenario- 10% AEP
Hazard Provisional

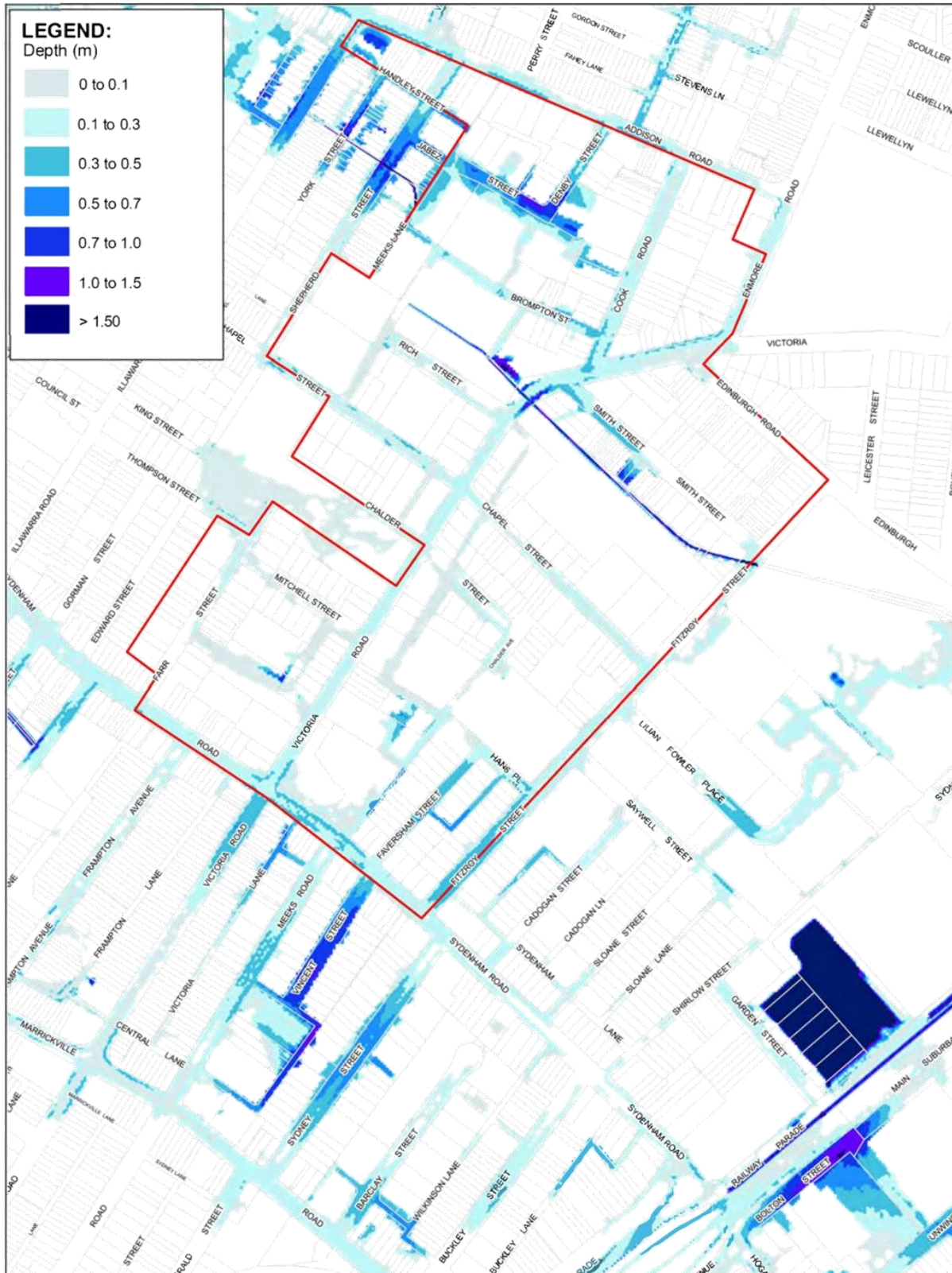
FIGURE A.3



Map Created: 21 November 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Existing Scenario- 1% AEP
Hazard Provisional

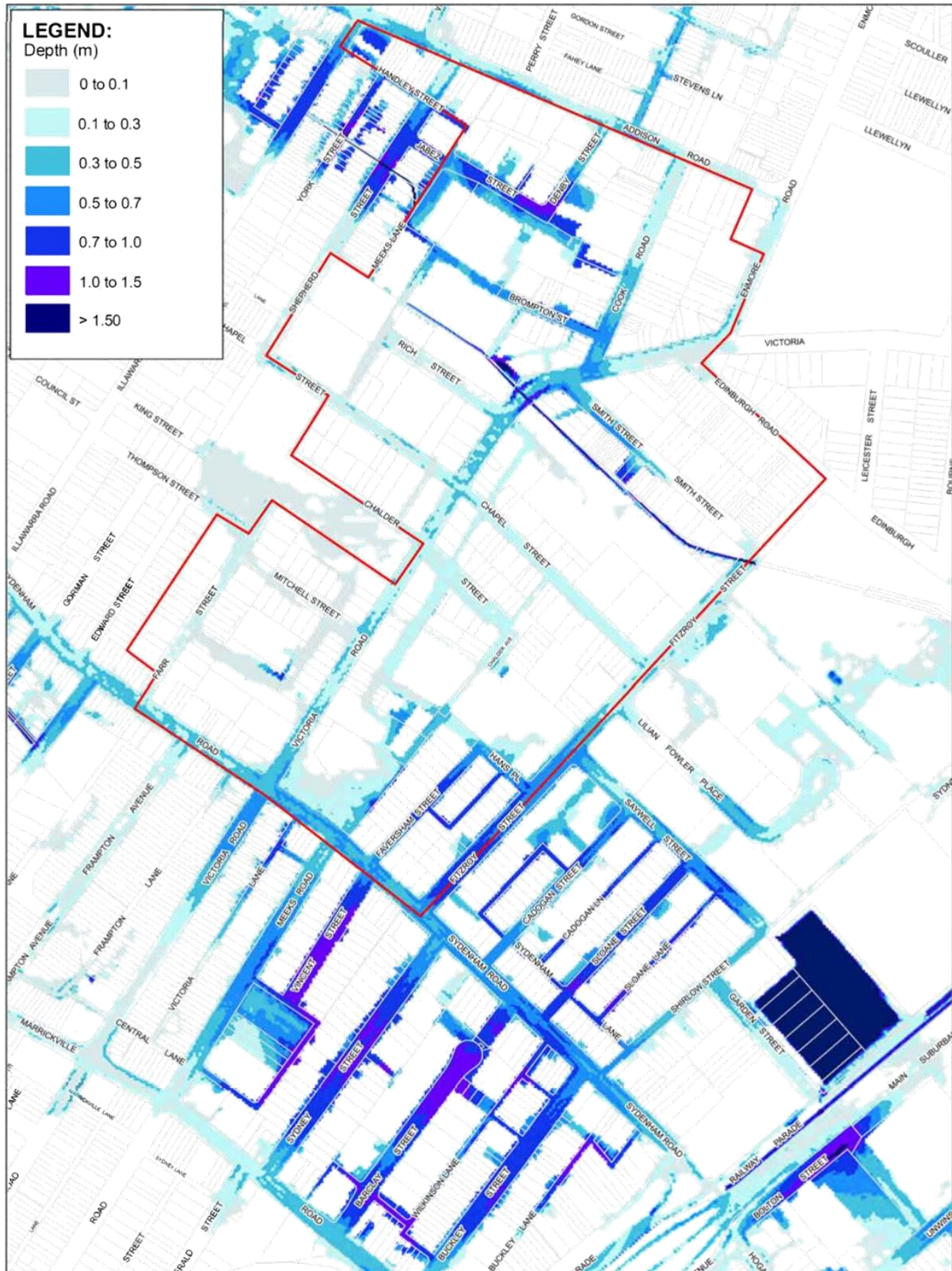
FIGURE A.4



Cardno
Map Created: 21 November 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Final Option Design
Scenario - 10% AEP
Flood Depth

FIGURE B.1



Map Created: 21 November 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Final Option
Design Scenario - 1% AEP
Flood Depth

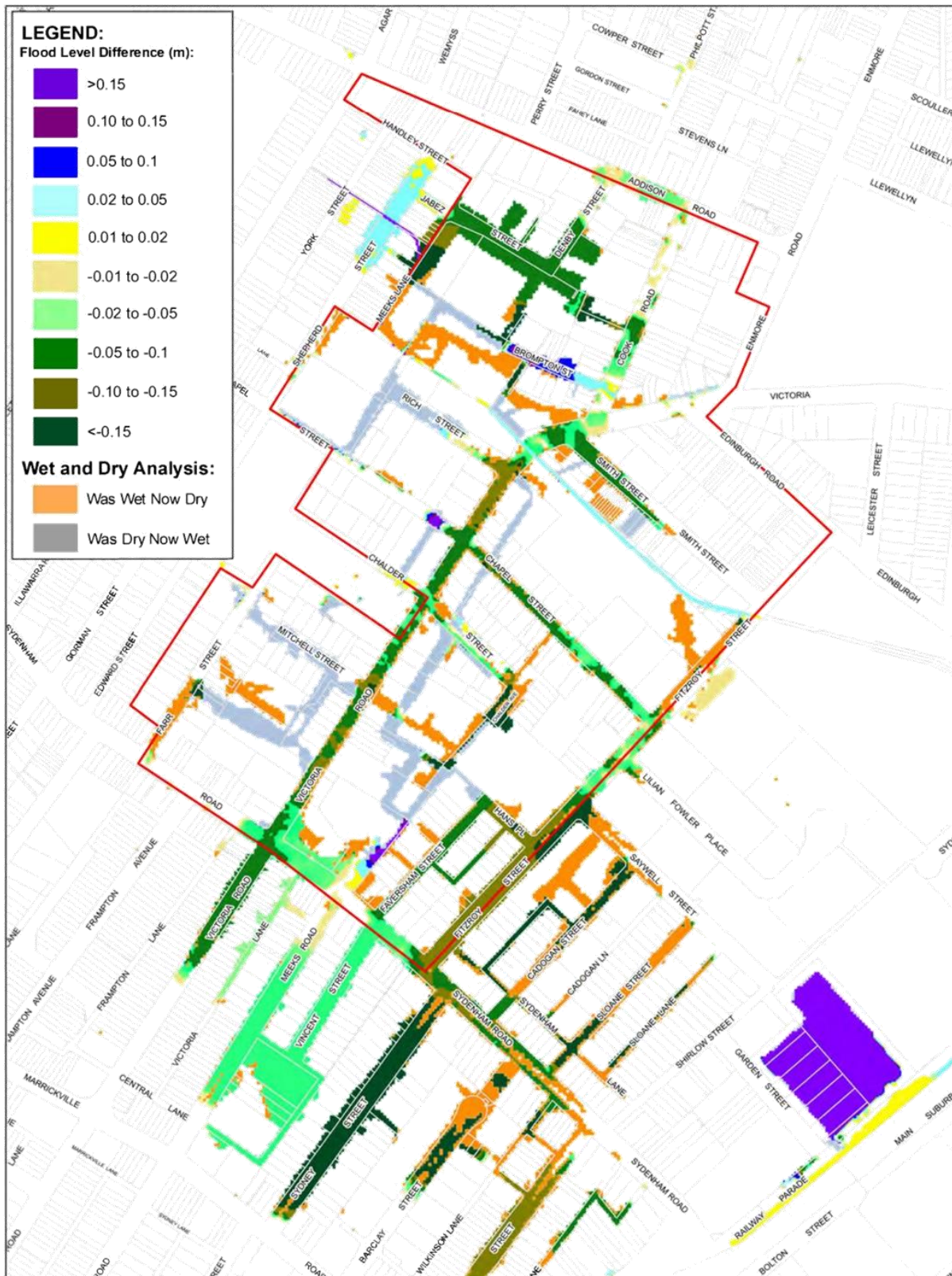
FIGURE B.2



VICTORIA ROAD PRECINCT
Final Option
Design Scenario- 10% AEP
Hazard Provisional

FIGURE B.3

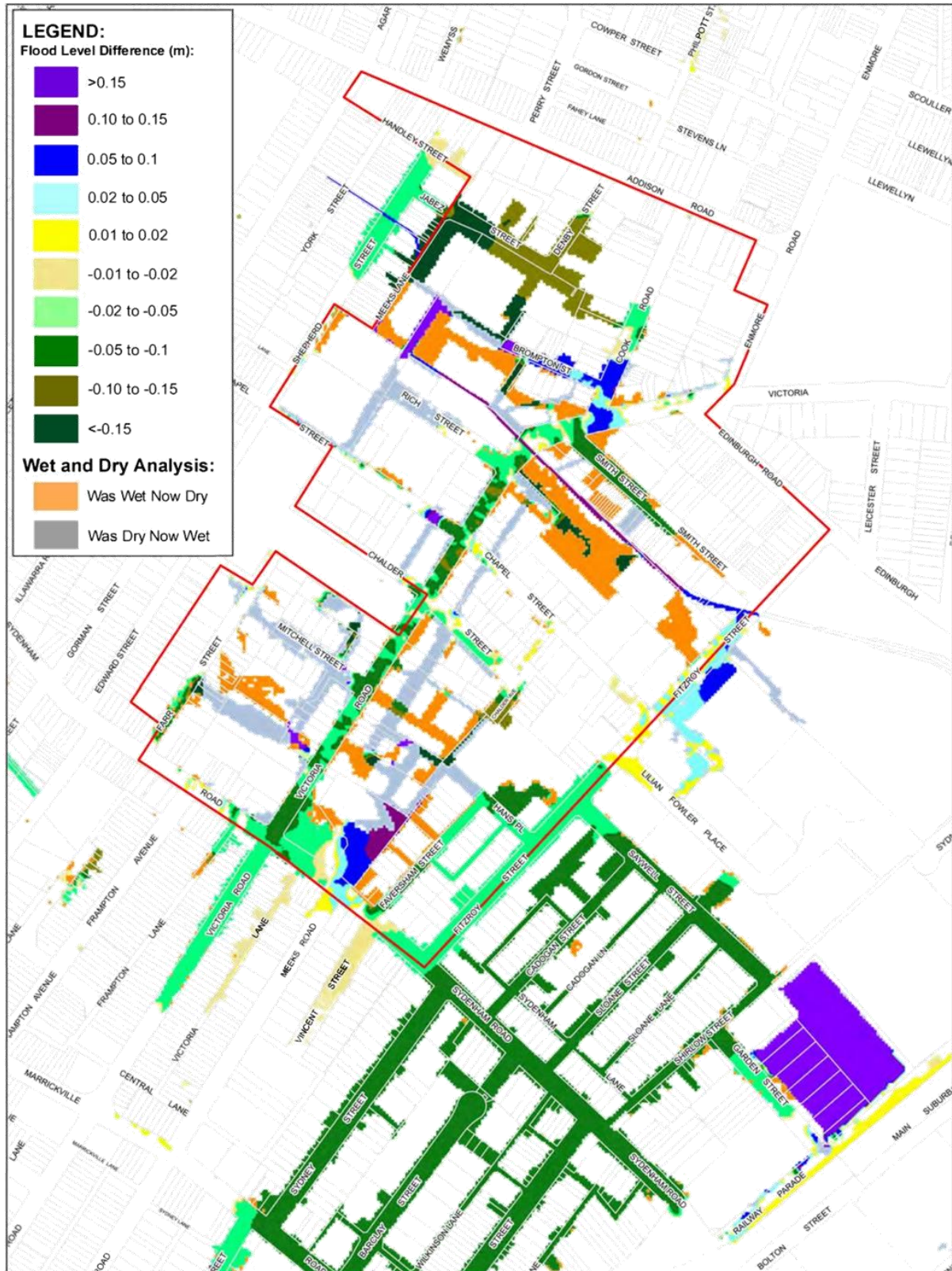




Cardno
Map Created: 21 November 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Final Option
Design Scenario- 10% AEP
Water Level Difference (Design Less Existing)

FIGURE B.5



Map Created: 21 November 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Final Option
Design Scenario- 1% AEP
Water Level Difference (Design Less Existing)


FIGURE B.6

APPENDIX

B

COST ESTIMATE

59919024 Victoria Road Precinct


Cardno
 Shaping the Future

Cost Estimate

Option: Proposing a new drainage network from Victoria Road, Chapel Street, Fitzroy Street and Saywell Street

ITEM NO.	DESCRIPTION OF WORK	QUANTITY	UNIT	RATE	COST
1.0 GENERAL AND PRELIMINARIES					
1.1	Site establishment, security fencing, facilities & disestablishment	1	item		
1.2	Provision of sediment & erosion control	1	item		
1.3	Construction setout & survey	1	item		
1.4	Work as executed survey & documentation	1	item		
1.5	Geotechnical supervision, testing & certification	1	item		
	SUBTOTAL (Assumed as 15% of works cost, excluding property purchase)				1,401,100
2.0 DEMOLITION, CLEARING, GRUBBING & EARTHWORKS					
2.1	Pull up and dispose existing road surface	3,000	sq.m	\$150.00	450,000
	SUBTOTAL				450,000
3.0 DRAINAGE					
3.1	Supply, excavate, bed, lay, joint, backfill and provide connections for 0.375m dia. Pipe		lin.m	1044	
3.2	Supply, excavate, bed, lay, joint, backfill and provide connections for 0.6m dia. Pipe		lin.m	1131	
3.3	Supply, excavate, bed, lay, joint, backfill and provide connections for 0.9m dia. Pipe	400	lin.m	1392	556,800
3.4	Supply, excavate, bed, lay, joint, backfill and provide connections for 1.2m dia. Pipe		lin.m	1914	
3.5	Supply, excavate, bed, lay, joint, backfill and provide connections for 1.5m x 0.9m culvert		lin.m	3410.40	
3.6	Supply, excavate, bed, lay, joint, backfill and provide connections for 1.8m x 0.9m culvert	380	lin.m	3410.40	1,295,952
3.7	Supply, excavate, bed, lay, joint, backfill and provide connections for 1.8m x 0.9m culvert	95	lin.m	3712	352,640
3.8	Supply, excavate, bed, lay, joint, backfill and provide connections for 3.0m x 0.9m culvert	120	lin.m	5568	668,160
3.9	Supply, excavate, bed, lay, joint, backfill and provide connections for 3.0m x 1.5m culvert	300	lin.m	5916	1,774,800
3.10	Install new drainage / junction pit (assumed 1 pit per 25m of pipe)	50	each	6000	300,000
3.11	Install new outlet near Sydenham Pit	1	each	50000	50,000
3.12	Adjustment of existing services (nominal allowance) (assumed 10% of drainage installation cost)	1	item	1,999,341	1,999,341
3.13	Allowance for nightworks (assume for works on all regional/state roads)	1	item	111,082	111,082
	SUBTOTAL				7,108,774
4.0 PAVEMENTS					
4.1	Reinstatate disturbed road pavement, including demolition and disposal of additional material to provide good jointing	3000	sq. m	120	360,000
	SUBTOTAL				360,000
5.0 TRAFFIC CONTROL					
5.1	Control of traffic during works, incl allowance for night works (assumed 10% of pipe install cost)	1	item	1421755	1,421,755
	SUBTOTAL				1,421,755
CONSTRUCTION SUB-TOTAL					10,741,629
6.0 CONTINGENCIES					
6.1	30% construction cost				3,222,489
CONSTRUCTION TOTAL, excluding GST					13,964,118
GST					1,396,412
CONSTRUCTION TOTAL, including GST					15,360,530
CONSTRUCTION TOTAL, rounded					15,400,000

DISCLAIMER:

1. This estimate of cost is provided in good faith using information available at this stage. This estimate of cost is not guaranteed.

Cardno (NSW) will not accept liability in the event that actual costs exceed the estimate.

NOTES:

1. Estimate does not include Consultant's fees, including design or project management

2. Estimate / rates in 2017 dollars and does not allow for inflation

APPENDIX

C

PROGRESS REPORT

Progress Report



Project Contact Details

Project Title:	Victoria Road Precinct		
Date:	05/10/2018	Project Number:	59919024
Prepared For:	Inner West Council	Client Contact:	Christopher Reeves (Christopher.Reeves@innerwest.nsw.gov.au)
Prepared By:	Michelle Supangat / Bala Kilaparty	Sheet	1 of
Reviewed By	David Stone		

STAGE 1: Review and Identification of Options

For Stage 1, we have undertaken the following tasks:

- **Review Marrickville Valley FRMSP and Inner West Council DCP**
 - o Review current flood planning requirements in Marrickville Valley Floodplain Risk Management Study and Plan (Cardno, 2017) and the Comprehensive Inner West Council DCP (2016).
 - o flood planning level requirements are 1%AEP +0.5m freeboard or flood-proofed to the equivalent level.
- **Review of 'On Lot' Development Controls:**
 - o 'On lot' development controls refers to requirements and policies for on-site detention basin. The Victoria Road Precinct DCP explicitly references its on-lot controls to the former Marrickville DCP (2011). This means that all residential, commercial and industrial developments require on-site detention designed for 1% AEP events (section 2.25.3.3, C5). Developments may not require OSD if the site discharges directly into the Cooks River or into a major Sydney Water Corporation.
 - o For areas with multiple dwellings or units, OSD storages should not be located in overland flow paths and should be located in a public spaces (rather than private courtyards) (Section 2.25.3.3, C9).
 - o Further investigation is required to determine whether including OSD will be of benefit in the Victoria Road Precinct.
- **Identification of Options**
 - o Four (4) preliminary options were identified and are summarised in **Table 1**.

Table 1: Preliminary Options

OPTIONS	DESCRIPTION	Option Layout
1. New drainage network from Meeks Lane to Sydenham Pit along Rich Street, Victoria Road, Chalder Street, Chalder Avenue and	Diverting flows from Eastern Channel at Meeks Ln/Rich Street to Sydney Pit via a new trunk line (3m x 0.90m) to reduce flooding upstream of Chapel Street and Victoria Road. The existing open Sydney Water channel that runs along Rich Street and Smith Street will have capacity to	Figure 1

Progress Report



Saywell Street.	accommodate local flows in the industrial area.	
2. Additional new drainage along Faversham Street and Hans Place and connecting it to the Option 1 network.	This option can reduce flooding on Sydenham Road, along Faversham Street, Hans Place and on Fitzroy Street. Current over floor flooding depths range from 0.10 to 0.55m.	Figure 2
3. Potential detention basin at Wicks Park.	An approx. 2000m ³ of storage volume in the open space through bunding or excavation. This option may reduce flooding downstream of Wicks Park. The option may work well in combination of Option 1 and 2.	Figure 3
4. Local drainage works at Brompton Street, Victoria Road and Smith Street to increase capacity into existing open channel.	Upgrading current pipe sizes to 900 diameter pipes. This option works well with the combination of all options mentioned above.	Figure 4

- Cost Estimates

- Preliminary costs estimates for all four options (based on 2017 cost rates) are included in **Table 2**. These estimates exclude potential utilities relocations (if required). Identifying any significant clashes forms part of the 'next steps'.

Table 2: Cost Estimates for the proposed options.

Options	Preliminary Costs + GST
1. Proposing a new drainage network from Meeks Ln to Sydenham Pit along Rich Street, Victoria Road, Chalder Street, Chalder Avenue and Saywell Street.	\$12,000,000
2. Proposing additional drainage along Faversham Street and Hans Place and connecting it to the Option 1 network.	\$15,000,000
3. Detention basin at Wicks Park.	\$2,000,000
4. Local drainage works at Brompton Street, Victoria Road and Smith Street to increase capacity into existing open channel.	\$19,000,000

- Council Meeting

- On the 21st September, Cardno held a meeting with Inner West Council to present the four (4) options. Some comments from Council during the meeting were:
 - Extending an open channel (owned by Sydney Water) may be complicated.
 - For developments with basement carparks, identify areas affected by the 1%AEP + 0.5m floor level and develop a safety and depth criteria.
 - Entry to the precinct by emergency vehicles from Sydenham Rd and Enmore Road at Victoria Road is a concern.

Progress Report



STAGE 2: MODELLING, CONCEPT DESIGN & COSTING OF PREFERRED OPTION

- Existing Model Updates

The existing Marrickville Valley FRMSP (Cardno, 2017) was revised based on the recent site visit observations and the drainage drawings provided by council. The following are the major changes:

- Include the Sydneywater stormwater drainage works on Meeks Lane (drawings supplied by council dated 25/09/2018) not previously in the model.
- An easement (1.5m wide) from Chalder Avenue to Fitzroy Street has been included in the model

Figure W1 shows the 100Year ARI water level differences comparing the Marrickville Valley FRMSP (Cardno, 2017) results to the current revised existing results. The results show that there are increases in levels in vicinity of Rich Street due to the additional drainage capacity at Meeks Lane. The increases are in an order of 0.01 to 0.15m. Reduction in flood levels up to 0.45m are observed at Chalder Avenue due to inclusion of the 1.5m wide overland flow path/easement.

The refined existing model is used as a benchmark for the assessment of the proposed options for the Victoria Road Precinct.

- Victoria Rd Precinct Potential Development Impacts

Prior to assessing any options, the draft DCP building footprints and the proposed streets were assessed in a model run. No additional drainage network was included. **Figure W2** shows the water level differences for the draft DCP layout relative to the existing results. The increases in flood levels are seen up to 0.60m at Rich Street and 0.15m at Faversham Street. Reduction in levels are seen up to 0.20m at isolated places along Victoria Street.

- Concept Design Options:

The following options were modelled for the assessment. All the concept options identified were modelled except for the Wicks Park detention basin (Option 3).

Option 1 – New Trunk Drainage from Rich Street to Sydenham Pit

A new trunk drainage (3m x 0.90m) was propose to divert 4.50m³/s from Rich Street to the Sydenham Pit. The feasibility and the alignment will be assessed further at the detail design stage. **Figure 5** shows a rough sketch of the plan and the section of the proposed (3m x 0.90m) network. **Figure W2** shows the 100Year ARI peak water level differences between the proposed option and the revised existing results. Diversion of the flow aids in reduction of flood levels along the Rich Street channel, along Victoria Road and up to the Sydenham Pit. The decreases are up to 0.15m. Increases in flood levels are seen in the Sydenham pit by 0.60m, 0.02m in the eastern channel and isolated increases due to the proposed building footprints. The increases in levels can be minimised by changing the alignment of the footprints.

Progress Report



Option 2 – Faversham Street and Rich Street Trunk Drainage Options

A new trunk drainage (3m x 0.60m) from Faversham Street to the intersection to the intersection Fitzroy Street and Saywell Street and a new trunk drainage (3m x 0.90m) from Rich Street to the intersection Fitzroy Street and Saywell Street. A box culvert (3m x 1.5m) from the intersection Fitzroy Street and Saywell Street to Sydenham Pit. **Figure 6** shows a rough sketch of the plan and the section of the proposed network. **Figure W3** shows the 100Year ARI peak water level differences between the proposed option and the revised existing results. The combination of the two options show reduction of flood levels up to 0.10m to a larger extent.

Option 4 – Combination of Option 1 and Option 2

Proposing new drainage works within the Victoria Road Precinct development at Rich Street, Victoria Road and Smith Street. These works are proposed in combination with Option 1 and Option 2.

Figure W4 shows the 100Year ARI peak water level differences between the proposed option and the revised existing results. The reduction of flood levels is up to 0.40m within the Precinct development and 0.20m on Victoria Road and Smith Street intersection. Flood level increases up to 0.10m are seen on Fitzroy Street due to the diversion of more flow into the open channel. These flood level increases along with the other increases with the Precinct development can be mitigated by changing the alignment of the building footprints and proposing more drainage network connections.



Progress Report



FIGURES

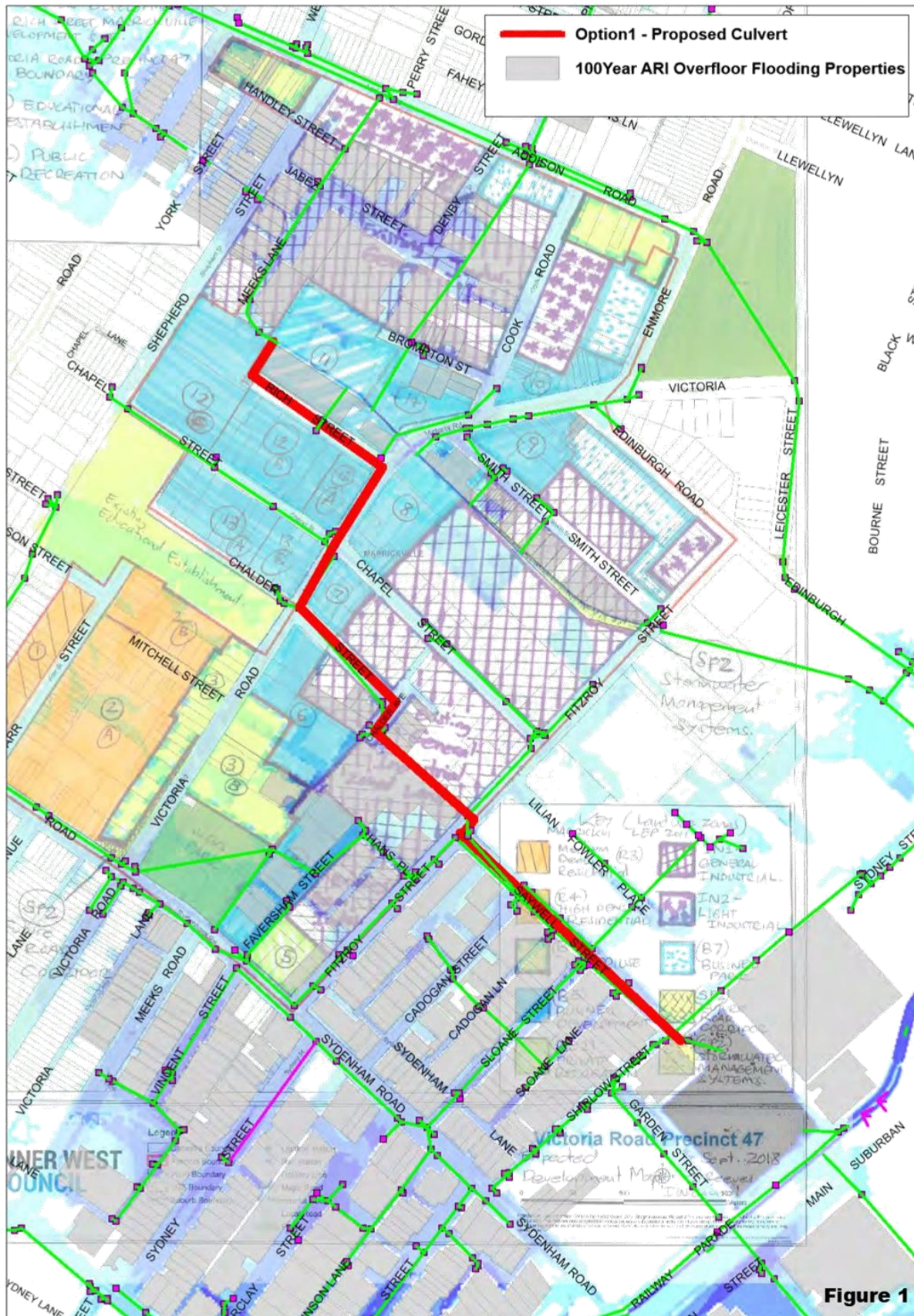


Figure 1

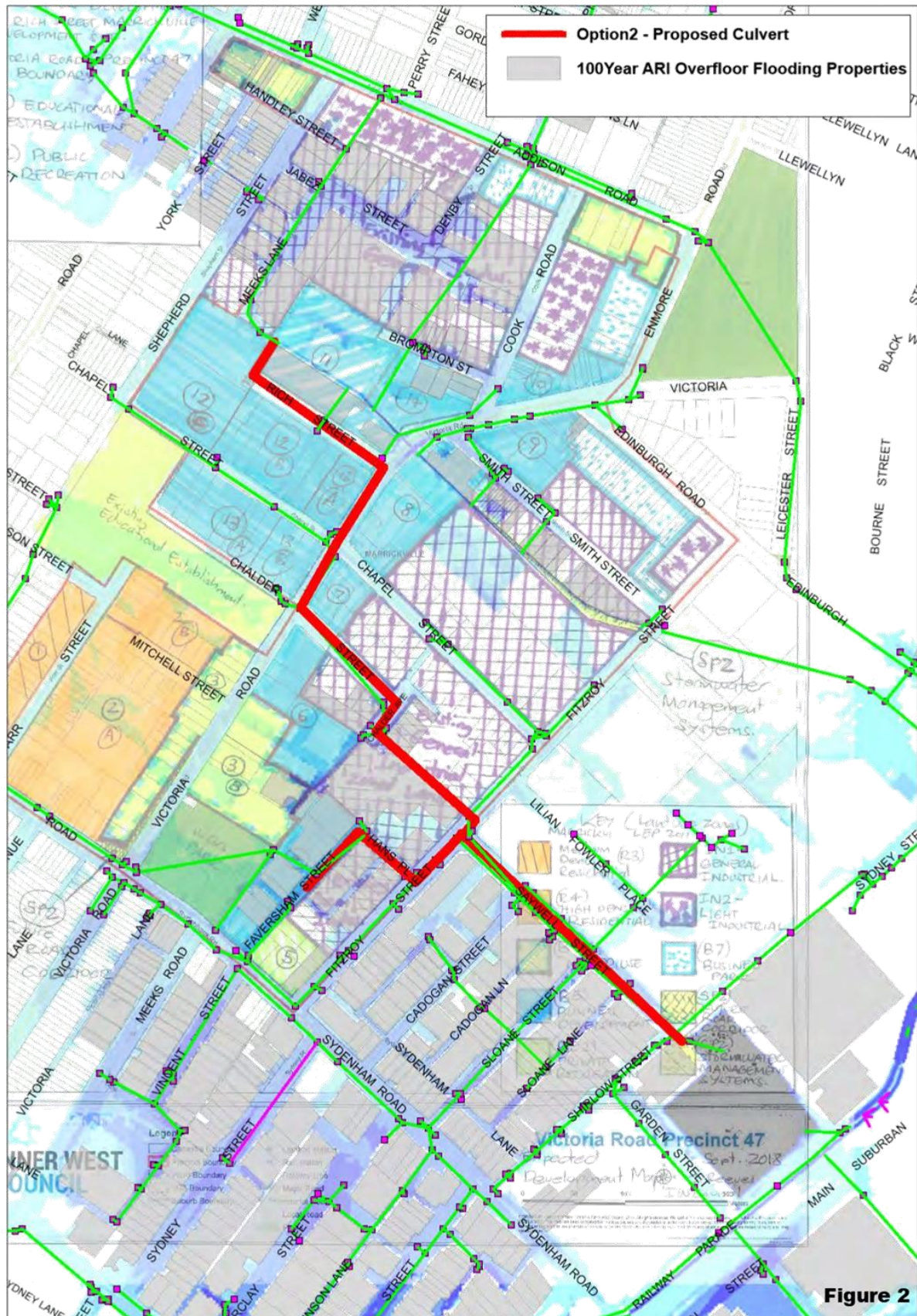


Figure 2

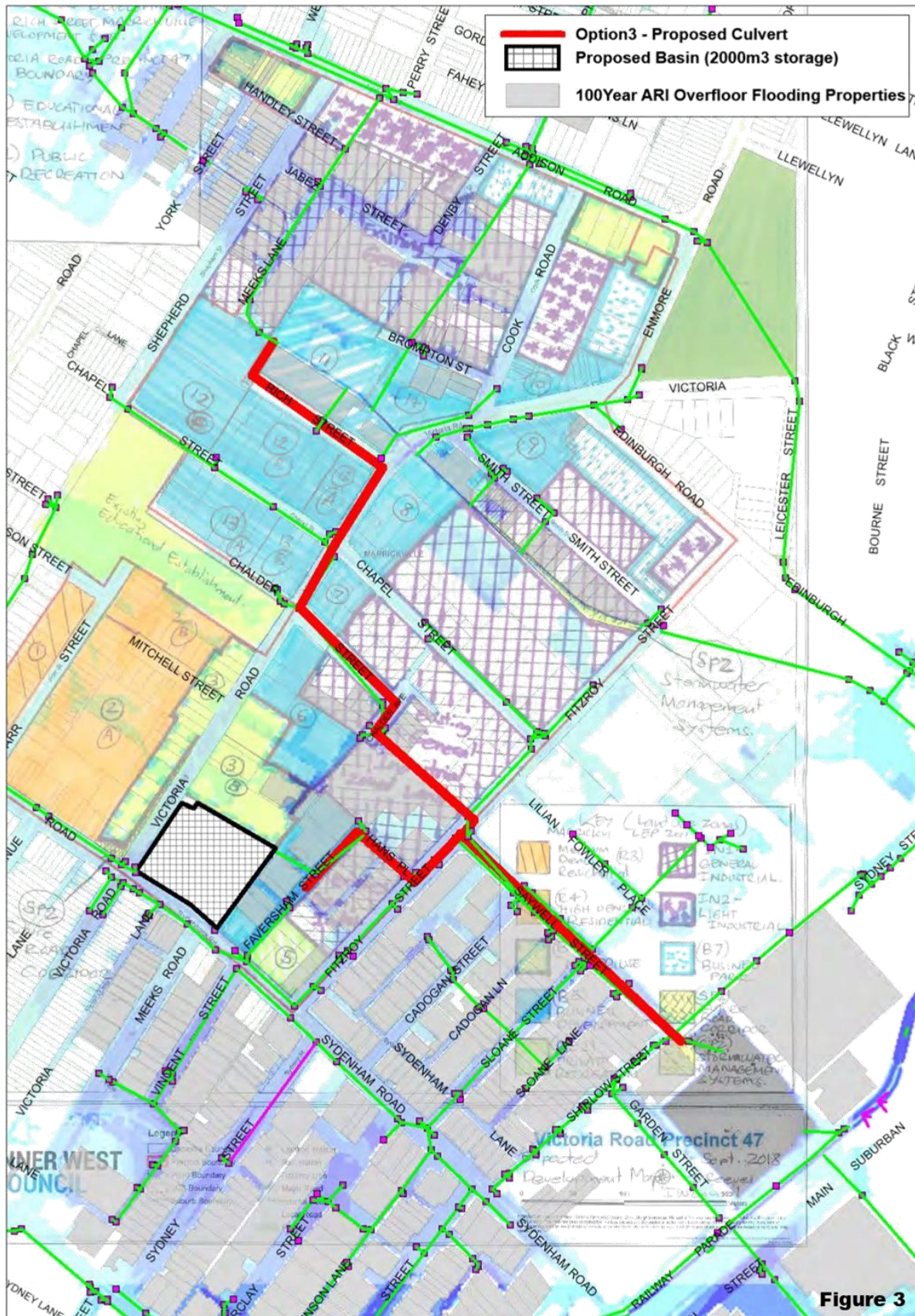
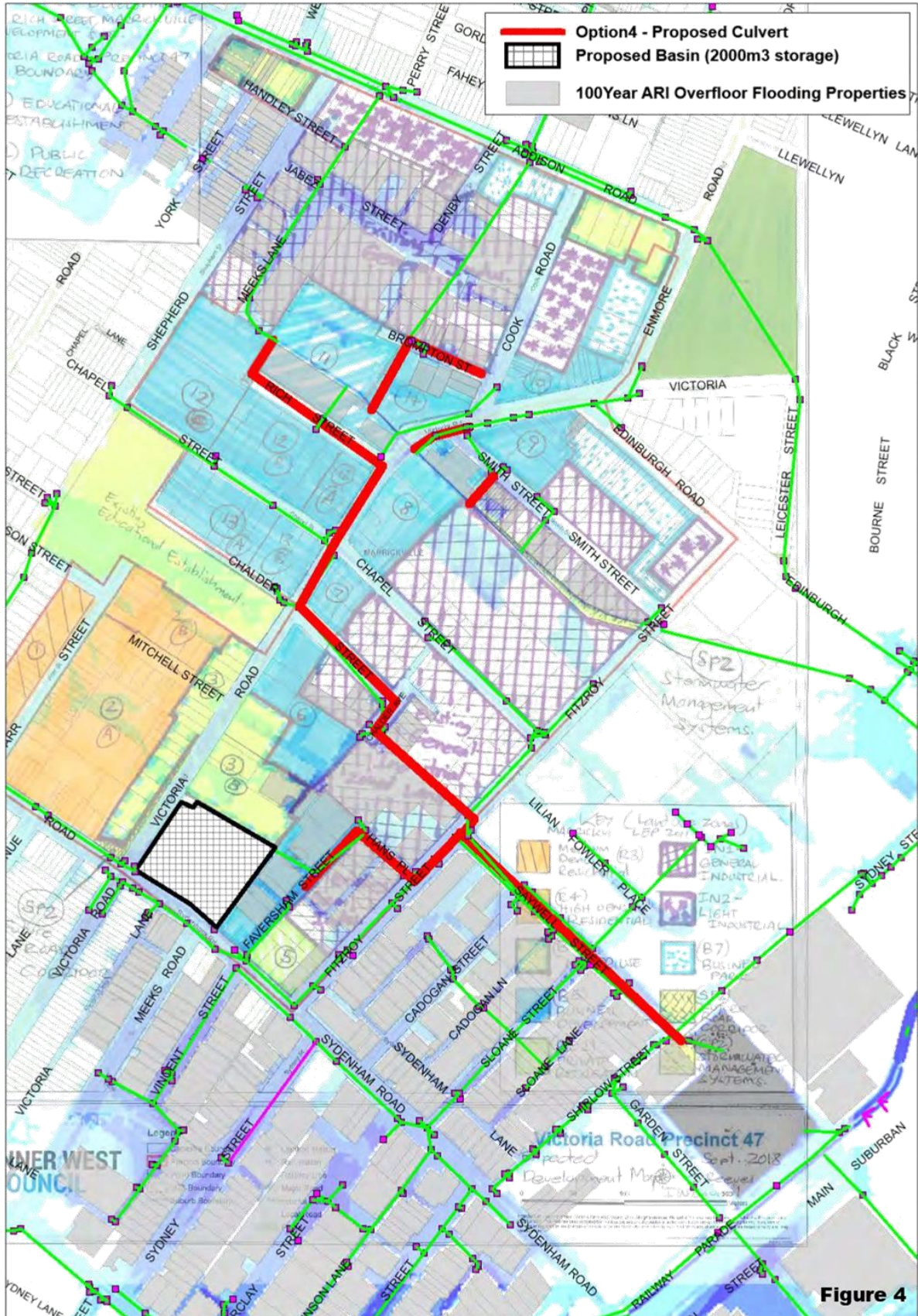


Figure 3









PROJECT victoria Road Precinct

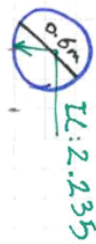
PROJECT NO. 59919024

Designed

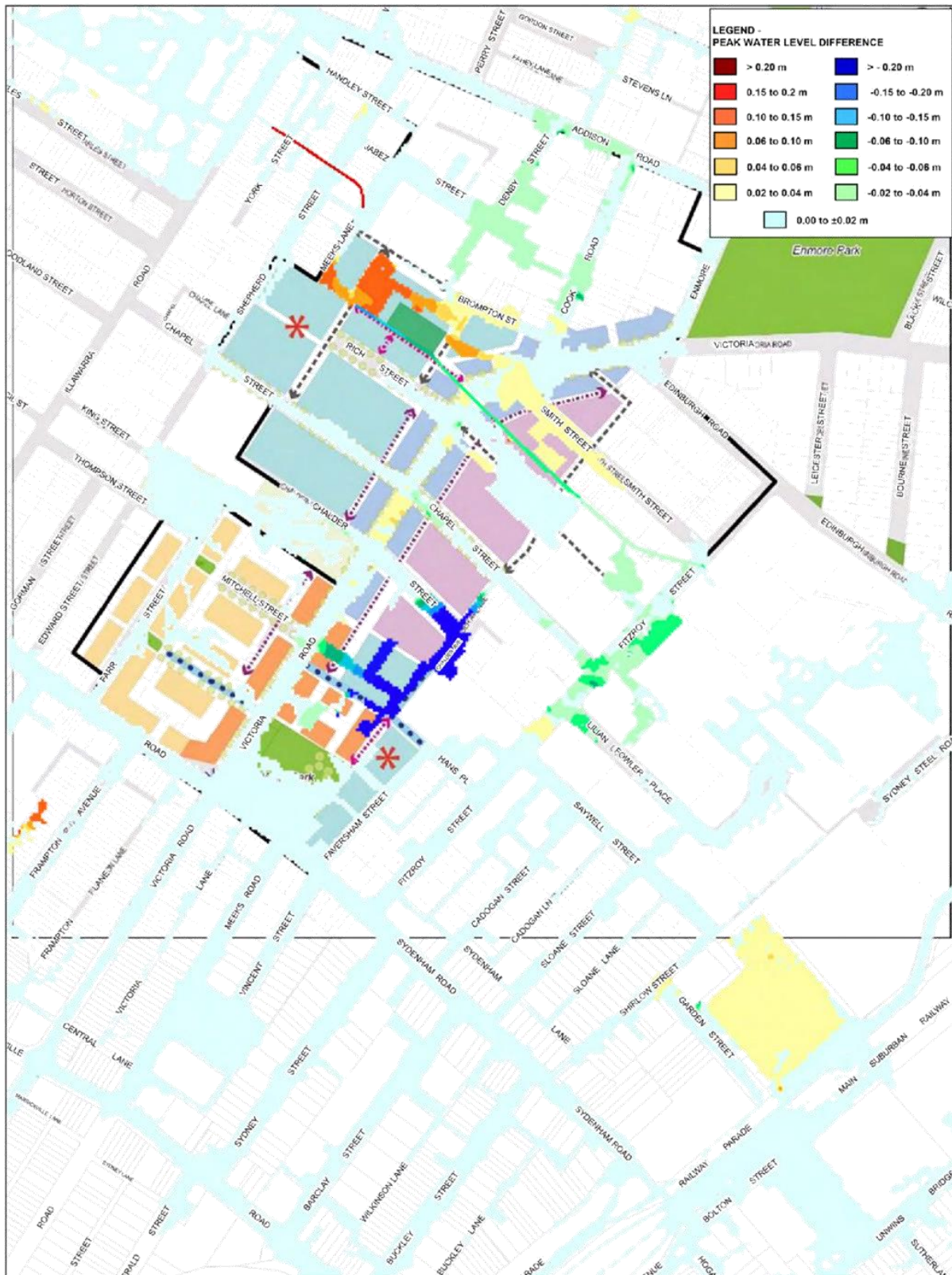
Date 5/10/2018 Sheet 3 of 3

* note: Feasibility of the proposed culvert needs to be further reviewed.

(Section C)



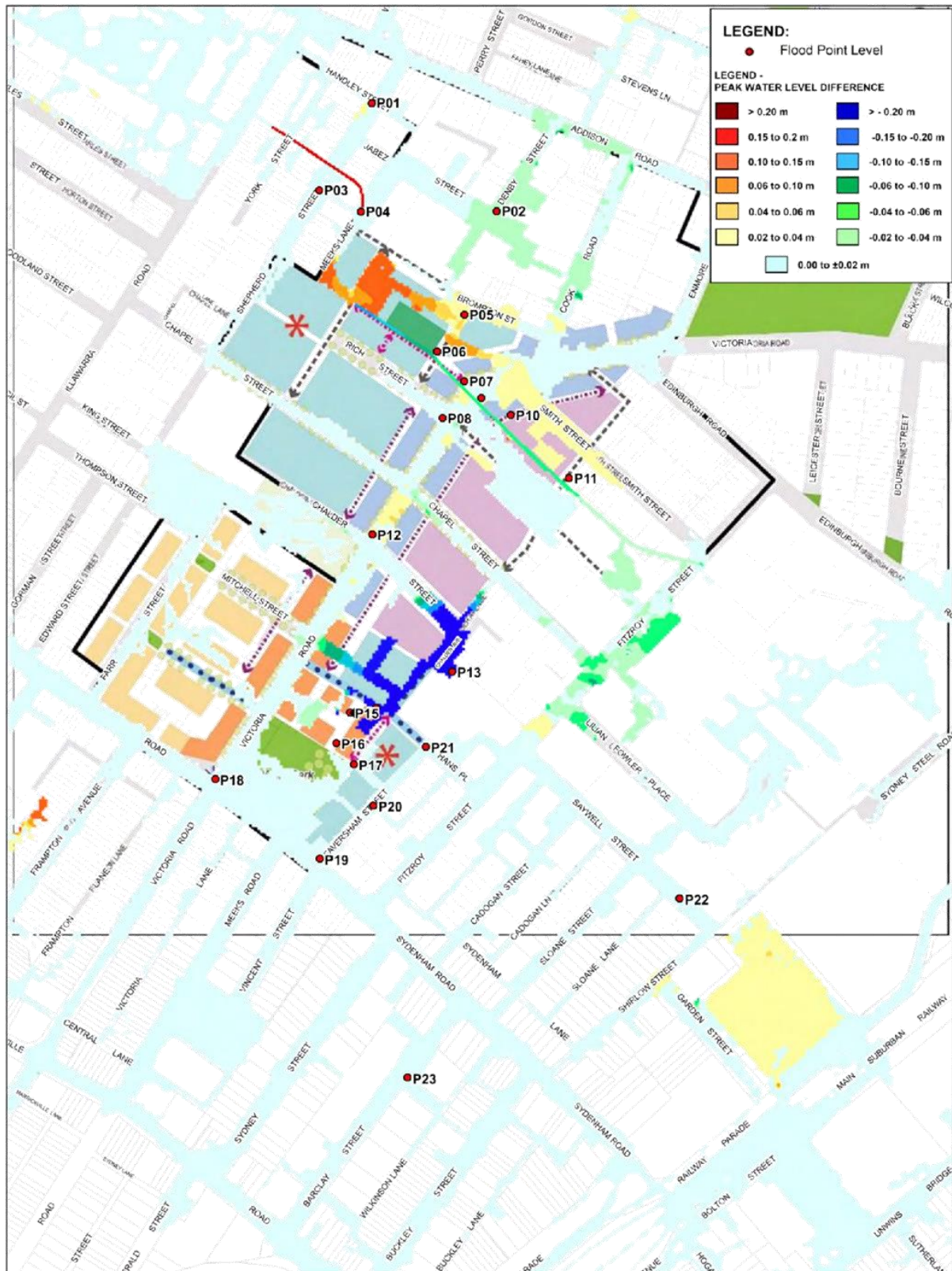
17m



Map Created: 04 October 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Existing Scenario
Water Level Difference (Revised Existing Less Flood)

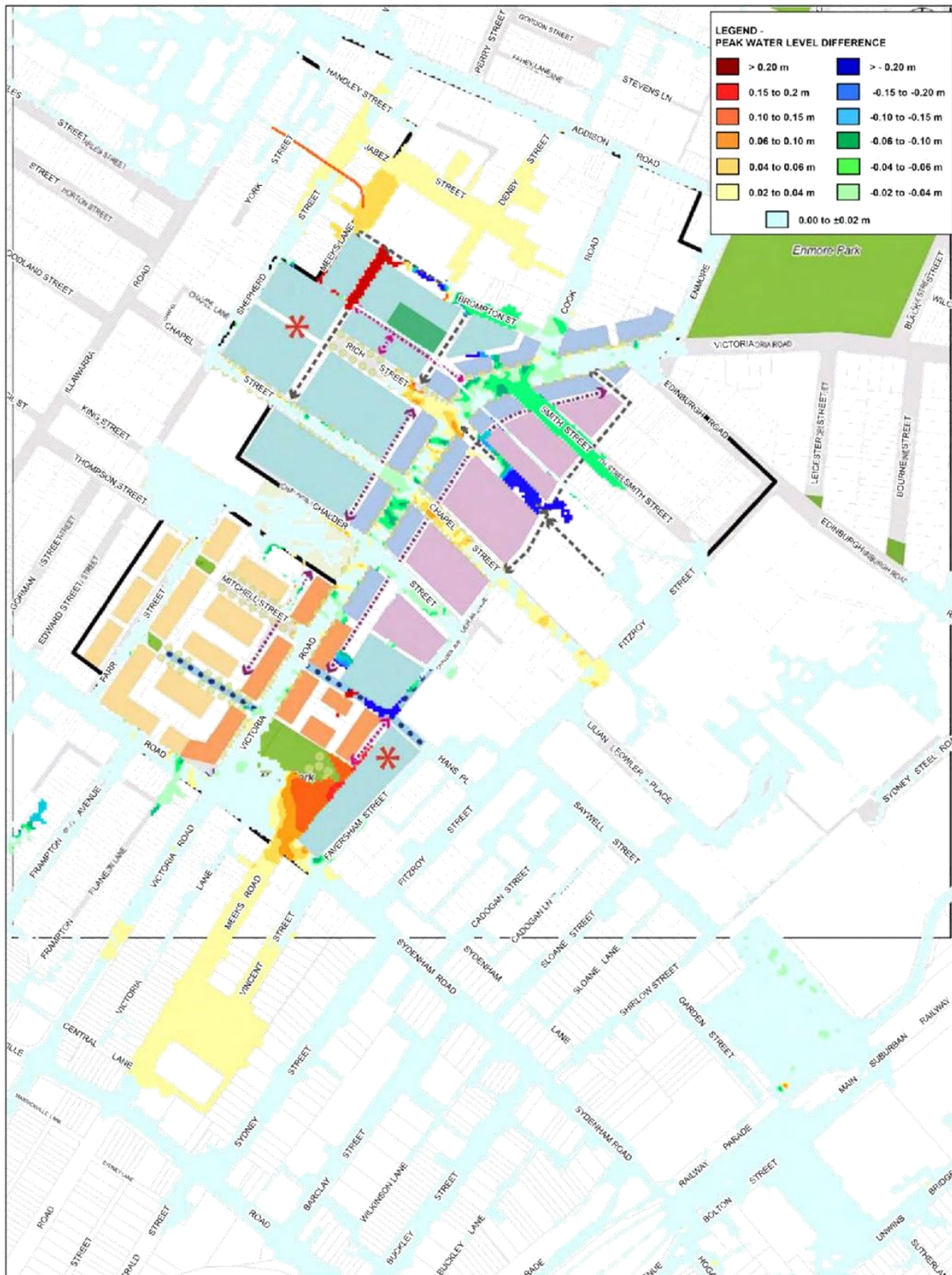
FIGURE W1



Map Created: 04 October 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Existing Scenario
Water Level Difference (Revised Existing Less Flood)

FIGURE W1



Map Created: 04 October 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Potential Development Impacts
Water Level Difference (New DCP Less Existing)

FIGURE W2



Map Created: 04 October 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Design Scenario Option 1
Water Level Difference (Option 1 Less Existing)

FIGURE W3

Item 1

Attachment 6



Map Created: 04 October 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Design Scenario- Option 4
Water Level Difference (Option 4 Less Existing)

FIGURE W4

Progress Report 02



Project Contact Details

Project Title:	Victoria Road Precinct		
Date:	25/10/2018	Project Number:	59919024
Prepared For:	Inner West Council	Client Contact:	Christopher Reeves (Christopher.Reeves@innerwest.nsw.gov.au)
Prepared By:	Michelle Supangat / Bala Kilaparty	Sheet	1 of 3
Reviewed By	David Stone		

STAGE 2: MODELLING, CONCEPT DESIGN & COSTING OF PREFERRED OPTION

Council Feedback

Council's comments (12th October 2018) on the previously proposed concept options included:

- Proposed Rich Street drainage should be removed due to 1.8 m overland flow path through the central spine of the development – adjacent to the existing stormwater channel.
- Culvert connection/extension in Victoria Road near its intersection with Rich Street, to take the flows from that central spine in Rich Street.
- The culvert that currently stops half way on Faversham Street to be extended all the way down Faversham Street and then turning west into Sydenham Road all the way to the intersection of Victoria and Sydenham Roads.
- Increase in Flood Level on Fitzroy Street is a concern.

Revised Options

To address Council's comments, Cardno has developed and modelled three (3) revised options as summarised in **Table 1**.

Table 1: Revised Options Summary

ID	Summary	Details
A.	Victoria, Chapel, Fitzroy and Saywell (+ connection from Brompton)	<ul style="list-style-type: none"> • 0.3 m x 0.9 m box culvert in Fitzroy Street • 0.9 m dia. pipe in Victoria Road and Chapel Street • 3.0 m x 0.9 m box culvert in Saywell Street • 1.2 m diameter pipe in Brompton Street (Jabez Street to SWC channel)
B.	Victoria, Chapel, Fitzroy, Saywell and Faversham (+ connection from Brompton)	<ul style="list-style-type: none"> • Same as Option A, plus: <ul style="list-style-type: none"> - Saywell Street box culvert increased to 3.0 m x 1.5 m - Addition of Faversham Street box culvert (3.0 m x 0.6 m) from intersection of Sydenham Road and Victoria Road to Saywell Street

Progress Report 02



C.	Fitzroy, Saywell and Faversham (+ Local drainage at Brompton)	<ul style="list-style-type: none"> Same as Option B, minus: <ul style="list-style-type: none"> - 0.9 m dia. pipe in Victoria Road and Chapel Street
----	------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Results

Option A – Victoria, Chapel, Fitzroy, Saywell

The modelling results show that approximately 5.4 m³/s of overland flow was diverted to Sydenham Pit due to these works. Across the Precinct, the differences in peak water levels in the 100 Year ARI event between the proposed design and existing results show reduction in flood levels in the order of 0.01 m to 0.15 m. Increases in flood levels are seen in the Sydenham pit by 1.05m due to the diversion of flows, on Fitzroy Road (minor increases up to 0.02m) and in the eastern channel. Isolated increases within the Precinct are seen due to the proposed building footprints. The increases in levels can be minimised by changing the alignment of the footprints.

Option B – Victoria, Chapel, Fitzroy, Saywell and Faversham

The modelling results show that approximately 10 m³/s of overland flow is conveyed in the Saywell Street culvert, with approx. 8m³/s coming from the Fitzroy Street branch and 2m³/s from the Faversham Street network. Across the Precinct, reductions in flood levels are generally in the order of 0.01 m to 0.15 m. The combination of the two options shows reduction in flood levels to a larger extent than Option A. An observed increase of up to 1.4 m in Sydenham Pit is due to the diversion of 10m³/s flow into the pit. The addition of the Faversham Street culvert predominantly has additional benefits (relative to Option A) to the south of the precinct, where flood levels are generally reduced by 0.1 to 0.2m.

Option C – Fitzroy, Saywell and Faversham

Little difference is observed between Options B and C. This suggest the capacity constraint occurs in the Sydney Water channel downstream of Fitzroy Street. The proposed culvert in Victoria Road and Chapel Street therefore provides little benefit. Costing wise, Option C would cost significantly less than Option B.

Other Considerations

Utilities Investigations

Cardno conducted a Dial-Before-You-Dig to assist in refining the design of the selected option. Costs of undertaking detailed utilities investigations are likely to be significant and will not be able to be completed within the project timeframes .

Reassessment of the Practicalities of Previous 'Option 4'

Council provided a review of the previous 'Option 4' and raised concerns about the potential overall costs of construction and time (19th October 2018) (See Figure D). These comments are addressed in Table 2.

Progress Report 02

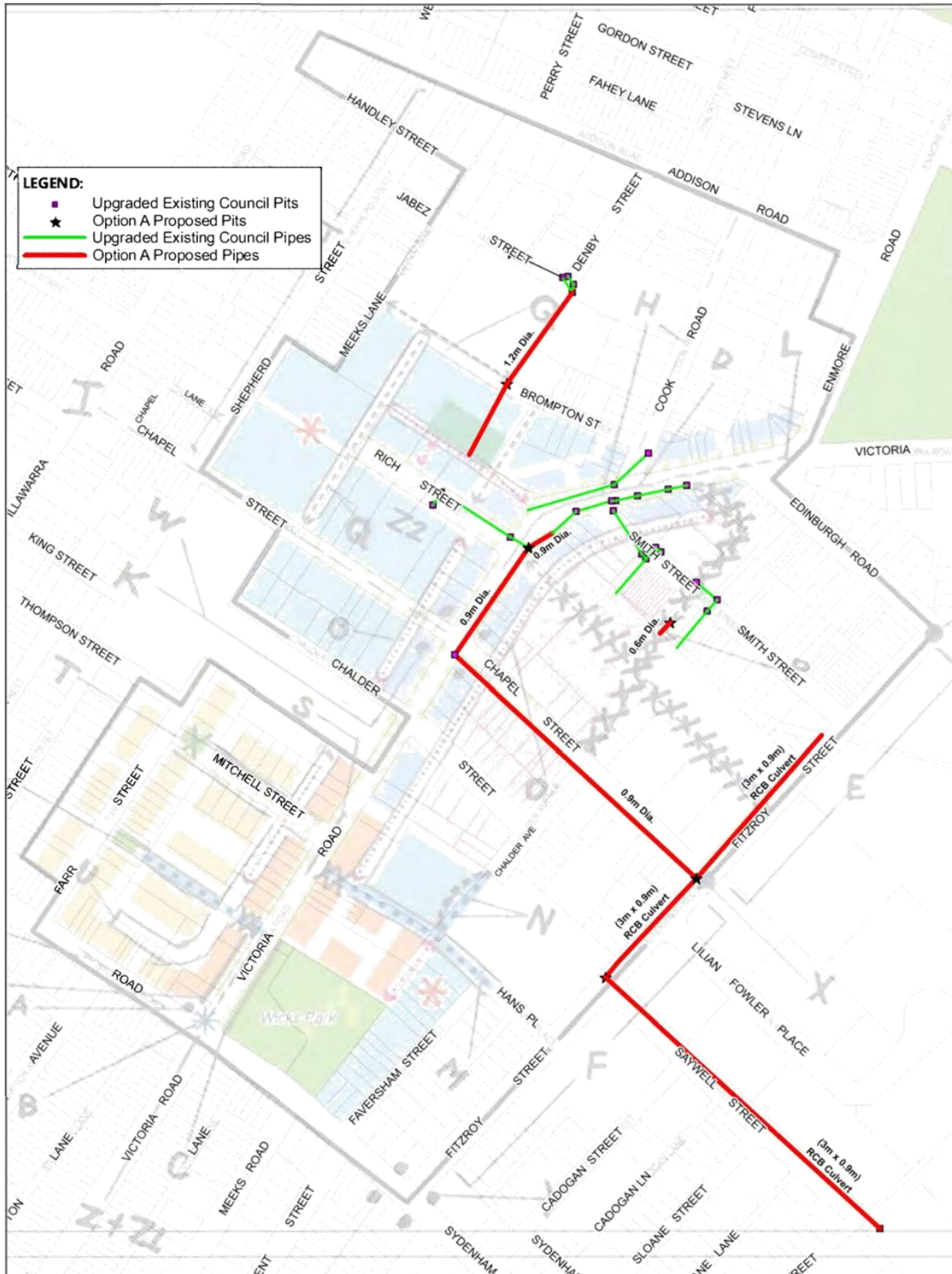


Table 2: Addressing Council's Comments related to Previous 'Option 4' (19th October 2018)

Item	Council Comment	CARDNO Comments:
Issue A & B:	<p>These acquisitions would require a Local Environmental Plan Amendment. Resultant time delays.</p> <p>Likely high cost in acquiring these properties, particularly if the third property needs to be purchased in its entirety.</p>	Based on recent model updates (See Option A-C) the trunk drainage along Chalder Avenue have been removed and flows have now been diverted along Chapel Street and Fitzroy Street.
Issue C:	<p>This acquisition would require a Local Environmental Plan Amendment. Resultant time delays.</p> <p>Likely high cost in acquiring these properties, particularly if the third property needs to be purchased in its entirety.</p>	<p>Currently, the existing building footprint shows that the flows are able to be diverted along the building footprint.</p> <p>The current proposed option to reduce flooding on Smith Street is to upgrade Council's existing drainage network.</p>
Issue D:	May require land dedication.	The current models (Options A-C) have removed the Rich Street trunk Drainage and have proposed a 1.2m diameter pipe which runs parallel with existing Council pipes on Brompton Street.

Recommendations

Based on the modelling results and other considerations it is recommended that Option C, possibly with some minor refinements, be considered to proceed to concept design.



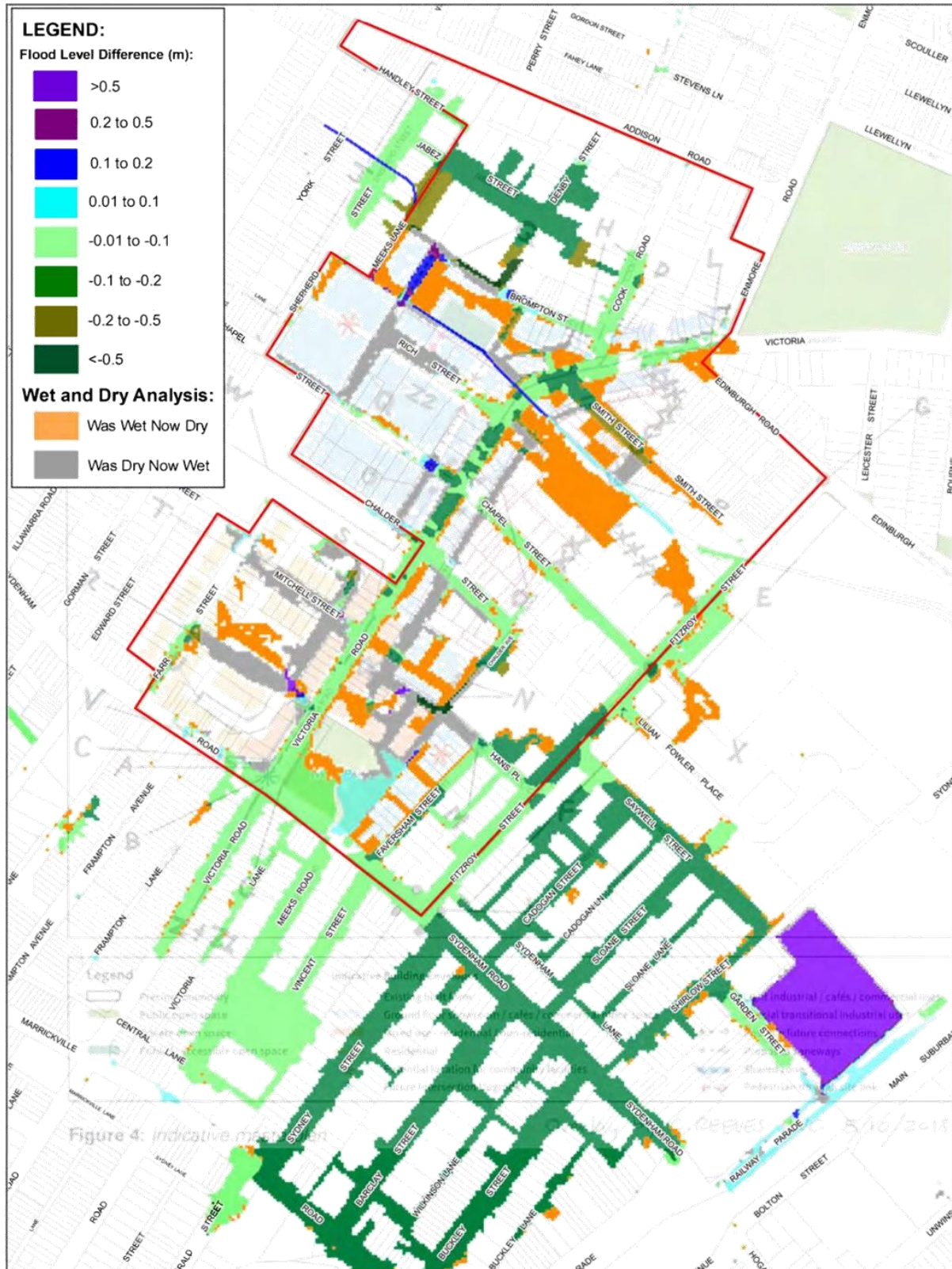
Cardno
Map Created: 18 October 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Design Scenario- Option A
(Addition of Brompton St Drainage & Extending
Fitzroy St Drainage)

FIGURE A

FIGURE A.1

FIGURE B



Map Created: 18 October 2018
Coordinate System: MGA Zone 56

VICTORIA ROAD PRECINCT
Design Scenario- Option B
Water Level Difference (Option B Less Existing)

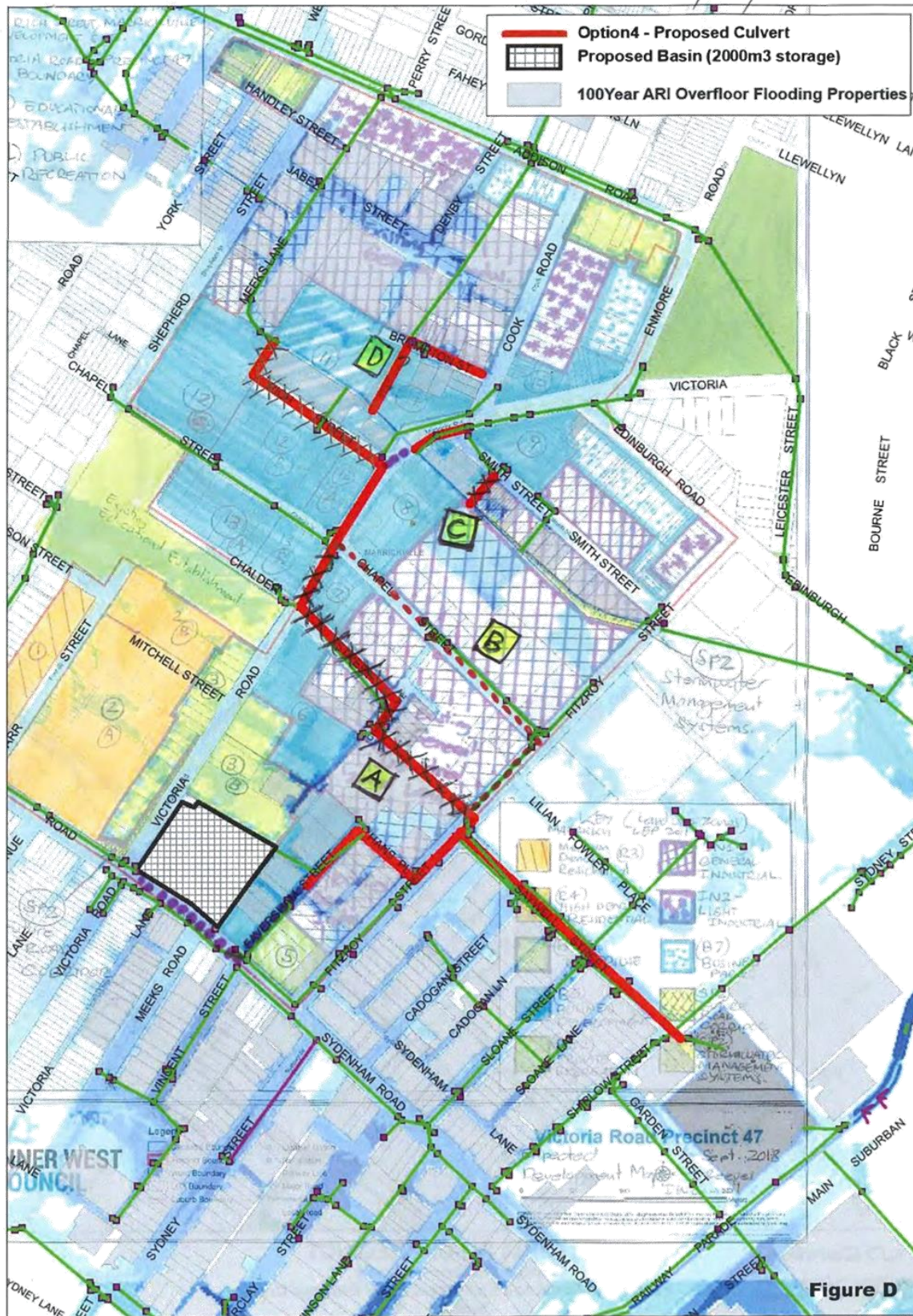
FIGURE B.1

VICTORIA ROAD PRECINCT
Design Scenario- Option C
Option B Minus Chapel Street Drainage

FIGURE C

FIGURE C.1

PLAN A - Reassessment of modified option 4 — 19/10/2018. Issues A-D.



..... Potential Culvert extensions ~~XXXX~~ Proposed culverts not supported by Inc.

About Cardno

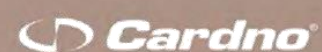
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ATTACHMENT 5 MLEP 2011 (Amendment No. 4) Individual Submissions

Rec No.	Recommendation(s)	Issue(s) raised	Response	Outcome
L- LZN_AL L (01)	That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property.	<u>Submission 1</u> <i>Unless you have labelled your maps wrong this proposal seeks to change the current General Residential zoning along Campbell St and Church St to SP2 Infrastructure to align with existing road reservation. In case you haven't notice the road reservation in currently being turned into a road. We have been informed that once completed the road reservation will be lifted. Why are you locking us into an Infrastructure zone after all we have been through. You have houses listed on the proposed map that no longer exist, this is extremely upsetting and distressing, and not to mention a waste of your time.</i>	RMS advised that it is currently involved in a number of inter-agency strategic transport investigations which could inform the need or otherwise of these reservations.	In light of RMS's response it is recommended that all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property, in so far that it relates to land reserved SP2 Classified Road, not proceed.
	<u>Land in St Peters area</u> (SP2 Classified Road)	<u>Submission 2</u> <i>I oppose the land rezoning to Infrastructure. St.Peters residents have already had to deal with the numerous issues of Westconnex on a daily basis and we don't need the rezoning as an Infrastructure corridor hanging over our heads. We would have never have purchased in St.Peters if we knew it was an Infrastructure corridor. It was a 1950's Road widening that has turned into a non serving monster. Residents need to have security in their homes and not have this affecting their lives as it has for the last 3 years.</i>	RMS has requested that the recommendation relating to land reserved SP2 Classified Road be deferred from Marrickville LEP Amendment No. 4, until such time as those investigations have been completed.	
		<u>Submission 3</u> <i>Simpson Park is to be used for infrastructure. The section affected is the entire front section where the beautiful row of large fig trees are. I can only assume that these would be removed as a result of the change. This CANNOT be allowed to happen. Promises have been made that these trees would remain untouched.</i>		
		<u>Submission 4</u> <i>I'm very concerned about the rezoning of a large portion of Simpson Park from RE1 to SP2. I understand that Westconnex have given assurances the park will not be used for new roads. Why does the zoning for the park need to change? There is no specific mention of the park in the planning proposal documents. The situation with this park needs to be clarified.</i>		
		<u>Submission 5</u> <i>I object to the proposed change of land zoning from 'public recreation' to 'infrastructure'. This change would leave no protection for trees and green space that is already very limited in the borough. This directly threatens the physical and mental health of local residents and school children of St</i>		

		<p><i>Peters Public School only 100m away.</i></p> <p><u>Submission 6</u> <i>I'm strongly opposed to the recommendation of changing the zoning of a large part of the Tempe Wetlands and Tempe Reserve from RE1 Public Recreation and IN1 General Industrial to SP2 Infrastructure. This appears to be a way of making it easier to open up this corridor for roads such as the F6. The reserve and wetlands are used by multiple sporting and school groups on a daily basis and is integral to not only the local community but to many others. These green spaces are necessary and particularly more so with all the high rise residential development in Wolli Creek and the proposed Mirvac development on Carrington Rd. There are literally thousands of new residents moving into the area and the need for recreational and sporting areas is more necessary now than ever before. This area needs to be preserved and if any changes to the zoning are to be made it should be to make it all RE1 Public Recreation and rule out any future chance of development. The proposed road corridor that has been through this area for many years now should also be removed to prevent any future chance of it being used for a road. The Westconnex tunnel goes directly under this corridor we don't need another above ground road to take away any more incredibly valuable green space.</i></p> <p><u>Submission 7</u> <i>I received a letter from RMS that it does not require 5 St Peters St, St Peters therefore I strongly object to future rezoning of this property to SP2. I request removal of the property from council land reservation as SP2 classified road.</i></p> <p><u>Submission 8</u> <i>We are the owner occupiers of 16-18 Lackey St which directly abuts Simpson Park in St Peters on the eastern boundary. We have recently received DA approval and commenced construction for renovations to the existing warehouse on this property to turn it into our new home. Part B of the planning proposal highlights land zoning map amendments which propose to re-zone RE1 Simpson Park to an SP2 zone. This would effectively cut Simpson Park in half. As residents of this property we formally object to the proposed re-zoning of Simpson Park on the following grounds: Loss of public open space in a suburb where public recreation areas are already insufficient. Additional infrastructure along Campbell St would seriously impair the public amenity of the park and substantially erode the character and intent of the St Peters triangle precinct masterplan. The heavy additional traffic burden and associated vehicle pollution to this area. The exacerbation of noise pollution as a result of a further increase to the number of road lanes on Campbell St.</i></p>		
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		<p><i>These serious impairments to the amenity of the area would occur without any corresponding benefit or compensation to us or to the other local residents. Our property faces directly on to Simpson Park with only a pedestrian path between our property and the park. This proposal and the associated classified road reservation would grossly injure the amenity of our home along with that of every other resident of Lackey St and the St Peters Triangle as a whole. In light of these serious objections to the proposal we respectfully submit that it should be rejected in total and that no modification to it involving any reduction in the amenity provided by Simpson Park should be accepted.</i></p> <p><u>Submission 9</u> <i>With regard to any properties or public land not acquired by Westconnex along Campbell Street and surrounds, these properties should be excluded from rezoning and the Land reservation removed.</i></p> <p><u>Submission 10</u> <i>I am the owner occupier of a property (4 Florence Street, St Peters) in which the zoning is proposed to change from R2 to SP2. As residents of this property we formally object to the proposed re-zoning of ours/other properties and any area of Simpson Park that have not been acquired by RMS for the Westconnex project.</i></p> <p><i>After 3.5 years of uncertainty and living with ongoing works, the proposed changes in the Campbell Street area are another burden on ourselves and other property owners that will cause us further distress. We ask that Council represent all affected property owners and our neighbours in ensuring any unnecessary changes are removed from the proposed plans.</i></p> <p><i>Furthermore, on 14 November 2016 our Development Application DA201600240 (and subsequent modification on 11 July 2017) was approved by the Inner West Council for us to demolish and construct a new home, this was submitted after we were told by RMS that our house would not be acquired. We have spent in excess of \$30,000 on plans alone for the approved DA, as part of the DA it was required that RMS be contacted to ascertain if there were any plans for acquisition or if anything may affect the plans as a result of it sitting in the Land Acquisition area - we are not notified of any issues during the DA process.</i></p> <p><i>It is our understanding that the Marrickville LEP Amendment No. 4 has been in the process of being developed for some time. If that is true then we would like to know:</i></p>		
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		<p>. Why were we not informed of this as part of the DA approval?</p> <p>. Why are the Land Acquisition maps being used in the Amendment out of date and now obsolete?</p> <p>. When was this proposal originally proposed, and why weren't we notified previously?</p> <p>. How long is this entire process meant to take?</p> <p>The rezoning of our property to SP2 would in effect restrict any future development. We can no longer start with our long anticipated renovation plans and with the affect the rezoning may have on the property value, this proposal will undoubtedly cause financial loss. Is there any avenue to recoup the financial loss associated with the proposed changes should it proceed?</p> <p>Should Council amend the plans so that only properties/land already acquired by RMS for the Westconnex project be rezoned (as per the image below) , leaving all other areas zoned as they currently are, then this will satisfy our concerns regarding changes to the MLEP.</p> <p>We would also Kindly ask that Council lobby RMS for the Road reserve to be removed now that it has acquired the properties needed for the Westconnex project.</p> <p><u>Submission 11</u></p> <p>I would like to strongly object to any change to the zoning of my property - 7 Brown Street St Peters. Numbers 1, 2 and 4 have already been acquired and demolished for the M5 extension and the widening of Campbell Street and remaining residences flagged in the road corridor are requesting that the road corridor caveats be lifted(As no longer required). The WestConnex Project are advocating this with RMS on behalf of affected residents and any change to the zoning of our properties on the LEP will impede these changes requested.</p> <p><u>Submission 12</u></p> <p>My parents have told us that Council might be considering rezoning our property from Residential (to something else) and that this would be a bad thing for us so I am objecting to the change. We already have to live through chaos all around us with the Westconnex road so when we want to move and sell the house we don't want it to be worth LESS than it should be. Please don't change the zoning on our property and leave it RESIDENTIAL.</p> <p><u>Submission 13</u></p> <p>My parents have told us that Council might be considering rezoning our</p>		
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		<p>property from Residential (to something else) and that this would be a bad thing for us so I am objecting to the change. We already have to live through chaos all around us with the Westconnex road so when we want to move and sell the house we don't want it to be worth LESS than it should be. Please don't change the zoning on our property and leave it RESIDENTIAL.</p> <p><u>Submission 14</u> My parents have told us that Council might be considering rezoning our property from Residential (to something else) and that this would be a bad thing for us so I am objecting to the change. We already have to live through chaos all around us with the Westconnex road so when we want to move and sell the house we don't want it to be worth LESS than it should be. Please don't change the zoning on our property and leave it RESIDENTIAL.</p> <p><u>Submission 15</u> My submission is to object to proposal XXIII for "The commensurate rezoning on the Land Zoning Maps of all land reserved on the Land Reservation Acquisition Maps" and to propose an alternative amendment. The grounds for my objection are: 1. the Land Reservation Acquisition Map has been superseded by the design and construction of the New M5 and is now out of date 2. many of the properties designated as "SP2 Classified Road" in the Land Reservation Acquisition Map have been identified by Council for site amalgamation and development 3. if the Land Zoning Maps are rezoned to match the existing Land Reservation Acquisition Map they will prevent development on land that is no longer required for infrastructure purposes 4. this would have a significant detrimental financial and wellbeing impact on my family and neighbours. The New M5's Environmental Impact Statement (see figure D-9 on page 45 of Appendix D), its subsequent approval and the New M5's Urban Design and Landscape Plan (see Figure 3-63 on page 89) all confirm that the corridor required to construct and operate the New M5 is much narrower than in the existing Land Reservation Acquisition Map. The Council's proposal would rezone properties no longer required for infrastructure. The former Marrickville Council's 2011 Development Control Plan: 9.25 Strategic Context St Peters Triangle (page 12) identifies properties designated as "SP2 Classified Road" for site amalgamation and development. This includes my property at 128 May Street St Peters. I agree with the DCP that these properties are well suited for redevelopment into medium density housing as they are close to public transport and recreation space and surrounded by multi storey light industrial and commercial buildings. The Council's proposal to</p>		
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		<p>rezone properties as "SP2 Infrastructure" in the Land Zoning Maps would prevent site amalgamation and development of the same properties Council has previously identified for these purposes. RMS and the New M5 have confirmed they do not need our property for infrastructure purposes and will not be acquiring it in the documents outlined above. My property is one of those designated as "SP2 Classified Road" in the Land Reservation Acquisition Map but has not been acquired by the New M5 project. The wellbeing of my family and neighbours is being impacted by the construction of this project including dust, noise (including night work) and the loss of on-street parking. We have been organising a group sale of our properties to potential developer. This would allow us to get the equivalent of market value for our property if the New M5 project had not removed our on street parking and devalued our property. We could afford to buy another property in the neighbourhood. It would also allow a future developer to provide off-street parking for the residents. The Council's proposal to rezone our land as "SP2 Infrastructure" would prevent us from selling our properties to a developer. My family would be forced to live on a busy road without access to car parking or leave the Inner West for properties we can afford. Alternative amendments I propose an alternative series of amendments that would achieve the Council's objectives and allow future development on sites no longer required for infrastructure. My proposal is as follows: 1. revise the Land Reservation Acquisition Maps to change the land zoned as "SP2 Classified Road" to only include the land identified for acquisition in the New M5's Environmental Impact Assessment and detailed design (i.e. 124 to 130 May Street would not be designated "SP2 Classified Road" anymore). 2. revise the Land Zoning Maps to rezone all the land identified for acquisition in the New M5's Environmental Impact Assessment as "SP2 Infrastructure" (i.e. 124 to 130 May Street would remain zoned as "R1 General Residential") 3. apply FSR and building height controls to land no longer designated as "SP2 Classified Road" commensurate with their site context (i.e. 124 to 130 May Street would be designated a FSR of S2 1.6 and building height of N 14m). My understanding is the proposal to rezone land to align with the Land Reservation Acquisition Maps is the result of a request from RMS to align zoning in the LEP align with its infrastructure plans. My proposal would achieve this result, but with the added benefit that it would align the Land Reservation Acquisition Maps with RMS's detailed design of the New M5. Instead of aligning the Land Zoning Maps with the out-of-date Land Reservation Acquisition Maps, the Council would revise both of these maps to align with the New M5's Environmental Impact Assessment and detailed design. The properties</p>		
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		<p>that are designated as "SP2 Classified Road" in the Land Reservation Acquisition Maps are zoned for other land uses in the Land Zoning Maps, but they do not have a designation in the Floor Space Ratio Maps or Height of Buildings Maps. My proposal is to revise the Floor Space Ratio Maps or Height of Buildings Maps to apply appropriate FSR and building height controls to the properties no longer designated as "SP2 Classified Road" based on their surrounding site context. The closest neighbouring property that has an FSR and building height in the relevant maps is 116 May Street. This property has an FSR of S2 1.6 and building height of N 14m. Given the height and density of the existing adjacent properties (the three storey Town and Country Hotel and JR Keith Plumbing Contractor building) and recent redevelopments in the area (44-56 May Street and 68 Hutchison Street) these controls are appropriate for 124 to 130 May Street. This alternative option would meet Council's objective of aligning the Land Zoning Maps with Land Reservation Acquisition Maps and enable future site amalgamation and redevelopment of 124 to 130 May Street.</p> <p><u>Submission 16</u></p> <p>1. Proposed general amendments for Zoning appear to relax some of the restrictions in the 2011 plan in favour of greater residential density and greater commercial use for zones marked residential. These are major modifications to the existing Local Environment Plan and should not go ahead without Council fully explaining to residents and rate payers the full implications and effect and affects of the changes.</p> <p>2. Proposal to have Land Reservation Acquisition Maps be zoned commensurately on the Land Zoning Map for that property [L-LZN_ALL (01)]</p> <p>This proposal is not primarily about making maps commensurate, but about rezoning some residential properties to the detriment of the property owners. If it were simply about making maps commensurate then it could be done the other way around i.e. make the Land Reservation Acquisition Map the same as the Council's Land Zoning Map. Ask RMS if they are willing to do this.</p> <p>As the proposal stands, land currently zoned as residential (low residential most of it – at least in St Peters) will be rezoned as infrastructure. This has a number of consequences for home owners, including:</p>		
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		<p>1) <i>The market value of the properties will fall</i></p> <p>2) <i>The owners are placed in an even more insecure position than when the properties were simply labeled as liable to be taken for road widening.</i></p> <p>3) <i>The stress placed on these landowners over the last four years by RMS and its satellite organisations (WestConnex and the Sydney Motorway Corporation) will increase because of the uncertainty of the RMS plans for these areas now marked as 'infrastructure'. This category permits almost anything, unlike the category of the current Low Residential.</i></p> <p>4) <i>As Council knows, RMS is not to be trusted. Handing even more power to them over residences is reprehensible.</i></p> <p>5) <i>As the recent court case over the Desane property in Rozelle has demonstrated, the RMS has sought to acquire property for no valid reasons, as the judge in the case determined. RMS may well be "snapping up properties for WestConnex unnecessarily so it can sell them off to offset the project's cost blowouts" (Kate Bastians "Judge rules on RMS", Inner West Courier Inner City, 8 May 2018, p. 3.). RMS may be doing this in St Peters already, having already bought at least two properties in Brown St.</i></p> <p><i>At some point, RMS may lift the infrastructure zoning, and sell that land off to developers. Council should not allow the proposed rezoning to occur, as Council would lose even more power with regard to RMS, which has been ripping St Peters apart since 2014.</i></p> <p>6) <i>We own 14-16 Brown St St Peters 2044. It is one of the properties slated to be rezoned as infrastructure rather than low residential. Only a small portion of our property was/is on the road reservation. If the whole property is rezoned as infrastructure then Council will have simply given power over even more of our landholding to RMS. I am not sure this is legal. It appears to be a land grab by RMS, and Council appears to be complicit. We are talking about the majority of our property.</i></p> <p>7) <i>The proposed change would also result in 50% of Simpson Park rezoned from Public Recreation to Infrastructure plus a section of Camdenville Park being similarly rezoned. Council should not give even more power to RMS with regard to our community parks. We cannot trust</i></p>		
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		<p><i>RMS. In a few years or less we may find RMS selling off their section of the parks to developers.</i></p> <p><u>Submission 17</u> <i>I urge the Council to negotiate with RMS so that ALL the CURRENT ROAD RESERVATIONS on the properties at the end of FLORENCE and BROWN STREETS, ST PETERS should be REMOVED as these properties (= mine at 13 Florence and my neighbours at 11, 9, 7, 5, 3 Florence, and 6, 8, 10, 12, 14 Brown), are NO LONGER NEEDED for the road widening taking place. We can then sell our properties without an RMS encumbrance jeopardising the sale.</i></p> <p><u>Submission 18</u> <i>I do not agree with the proposed changes and request my property to be removed from the reserved zoning list.</i></p> <p><u>Submission 19</u> <i>After living under the road reservation for the past 9 years, and having to deal with the constantly changing plans of the Westconnex in the past 3 years. I believe it is time to realise the land and follow through with the promise we were given on the various meetings with the RMS regarding the initial attempt to acquire our land and home. As promised the RMS should release the road reservation from our home and not rezone it for infrastructure. The New M5's Environmental Impact Statement (see figure D-9 on page 45 of Appendix D), its subsequent approval and the New M5's Urban Design and Landscape Plan (see Figure 3-63 on page 89) all confirm that the corridor required to construct and operate the New M5 is much narrower than in the existing Land Reservation Acquisition Map. The Council's proposal would rezone properties no longer required for infrastructure. The former Marrickville Council's 2011 Development Control Plan: 9.25 Strategic Context St Peters Triangle (page 12) identifies properties designated as "SP2 Classified Road" for site amalgamation and development. This includes my property at 126 May Street Peters. I agree with the DCP that these properties are well suited for redevelopment into medium density housing as they are close to public transport and recreation space and surrounded by multi storey light industrial and commercial buildings. The Council's proposal to rezone properties as "SP2 Infrastructure" in the Land Zoning Maps would prevent site amalgamation and development of the same properties Council has previously identified for these purposes. RMS and the New M5 have confirmed they do not need our property for infrastructure purposes and will not be acquiring it. My property is one of those designated as "SP2 Classified Road" in the Land Reservation Acquisition Map but has not been acquired by the New M5 project. The wellbeing of my family and</i></p>		
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		<p>neighbours is being impacted by the construction of this project including dust, noise (including night work) and the loss of on-street parking. We have been organising a group sale of our properties to potential developer. This would allow us to get the equivalent of market value for our property if the New M5 project had not removed our on street parking and devalued our property. We could afford to buy another property in the neighbourhood. It would also allow a future developer to provide off-street parking for the residents. The Council's proposal to rezone our land as "SP2 Infrastructure" would prevented us from selling our properties to a developer. Our family would be forced to live on a busy road without access to car parking or leave the Inner West for properties we can afford. We ask that the council reconsider and follow through with the RMS promise to release the land from the reservation area.</p> <p><u>Submission 20</u></p> <p>Our property is zoned residential. However, a small percentage was under the old road reservation. RMS are keen to retain and strengthen the old reservation now that WestConnex have specified what land they will be using, and, more importantly, what land they will not. So the old road reservation that was not consumed by roadworks is to metamorphose into an 'Infrastructure' zone. No no no no no! The land is not required by RMS in the foreseeable future, RMS must relinquish the remainder of the reservation that they have not used. As mentioned, our property was affected by the old reservation, but only in part. according to the new proposal, our entire lot will be rezoned Infrastructure. We have endured enough stress from WestConnex. Enough is enough. There is no good reason our home should be rezoned (RMS greed is not a good reason). It is very important to us that our home remain in its current zone and, it would be decent, correct and of great relief to us for the old reservation to finally be lifted.</p> <p>Given that these proposals are LGA wide, I believe that it was an oversight on the part of Inner West Council to, not only allow RMS to retain the old road reservation along Campbell Street St Peters, but to consolidate this reservation and even add to it. The land not required by the WestConnex project according to the new M5 planning approval should have the old reservation lifted from it, not have a new reservation put on it in the form of a shift in zoning from Residential to Infrastructure. Living next to the road works has been for the past couple of years has been detrimental to the residents' health and wellbeing. Rezoning our homes to an "Infrastructure zone" is a slap in the face that really is too much. I have asked council (Council meeting 13/3/2018) to advocate more forcefully for the residents of St Peters. To refuse RMS this new</p>		
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		<p><i>proposed Infrastructure corridor along Campbell Street is the least Council can do for us. I am also very concerned about the fate of Simpson Park. Half of the park has the old reservation on it. Now that land to be taken for WestConnex has been established, the park should be set aside as the green space that we desperately need, not reserved for future construction/development.</i></p>		
L- LZN_AL L (01)	<p>That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property.</p> <p><u>James Street, Enmore</u> (SP2 Local Road)</p>	<p><u>Submission 1</u> <i>We believe the proposed zoning changes are not in the public interest. James Street is a quiet, R1 general residential cul-de-sac with no through road access. The proposed changes to SP2, Local Road zoning would significantly change the residential nature of the area by a) opening the road to higher levels of future traffic and by;</i> <i>b) significantly increasing the propensity for future high-density residential development in the immediate area, using James Street as a local road thoroughfare. This scenario would significantly and negatively impact life for existing James Street & Camden Street residents. In the interest of the local community, we encourage council to retain the General Residential zoning for James street and remove the land reservation option on this street entirely as part of a plan to protect the area from future expansion and over-development.</i></p> <p><u>Submission 2</u> <i>Our objection is based on three areas of concern:</i> <i>1. Planning issues [...] :</i> <i>a) Loss of development potential</i> <i>b) Disincentive to improve the property</i> <i>c) Loss of car parking</i> <i>d) No apparent justification for the rezoning</i> <i>e) Unnecessary demolition of houses</i> <i>f) Demolition of heritage buildings, and loss of streetscape</i></p> <p><i>2) Financial loss — I believe that the result of this rezoning will be an immediate loss of around \$390,000 in the value of our property, and an eventual reduction of several times that I understand that compensation would eventually be paid, if and when the road-widening actually proceeds. However, in the intervening period, which might be some years, and possibly many years, we would be severely disadvantaged — by the afore- mentioned \$390,000 - if we either wished to sell, redevelop or refinance. We are a small business, and this will be a significant impost on us.</i></p>	<p>It is contended that there is now no real need for James Street to be widened. The widening of the road, as originally proposed, would result in no appreciable public benefit and would result in substantial costs to Council and would be to the detriment of residents in the area and to the community. In light of the above, it is recommended that Council abandon the previously proposed widening of James Street.</p>	<p>Recommendation in so far as it relates to properties fronting James Street, Enmore not to proceed.</p> <p>It is also recommended that the Local Road reservation shown on the Land Reservation Acquisition Map for the properties be deleted.</p>

	<p>3) Our concerns as a ratepayer and member of the community</p> <p>a) There is little or no apparent need for this road widening -- the proposal, even at this stage, is causing unnecessary concern for many affected people.</p> <p>b) Cost — it will be very expensive to implement the road widening. On top of the cost of the physical work, there will be major costs (millions of dollars!):</p> <p>i) For properties like ours which will still be useable paying compensation.</p> <p>ii) For small homes that will no longer useable — purchasing those properties, and demolishing them — thereby demolishing perfectly good homes.</p> <p>iii) This would be a blatant waste of Council funds, and specifically the rates of ratepayers like ourselves.</p> <p>c) Harm to the community:</p> <p>i) Driving out established residents.</p> <p>ii) Reducing the number of homes in this precinct.</p> <p>iii) Driving out the Scouts, from No. 7-9 James Street, who have been there for many years. I note that my family and I have a connection to this area going back over 60 years — including having lived and attended school in Newtown and Enmore, operated a business in Summer Hill, and the ongoing ownership of several properties. So our interest is not purely financial.</p> <p>IN CONCLUSION: In view of all these issues, I believe that the only reasonable thing will be to remove this road widening from planning policies altogether - so that the local landowners and community have certainty regarding the future. I hope that Council will see things this way.</p> <p><u>Submission 3</u> We believe this zoning should no longer be required.</p> <p><u>Submission 4</u> The proposed rezoning from R1 to SP2 appears to show an intention to widen James St, which would have significant property impacts for several dwellings. James St is a small local road, it is a dead end street and if provision for road widening is required the other side of the street that adjoins the TAFE grounds and has a large planting verge would be more appropriate than removing the first 3m of already occupied residential space.</p> <p><u>Submission 5</u> The zoning for James Street seems outdated. It is our understanding that</p>		
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		<p><i>the potential property acquisition was for the purpose of widening the road prior to the time TAFE undertook the land exchange and closed off the Road, making it a dead-end. There have also been significant developments of properties on the street - altering the site and requiring a reconsideration. I note that the current changes identify some rezoning as "no longer required" - and wonder if James street should fit into this category.</i></p> <p><u>Submission 6</u></p> <p><i>This road reservation was not noted on the MLEP 2001 Map (including MLEP amendments gazetted up to 25 June 2010), or on any of the Land Zoning Maps accompanying the legislation for the Marrickville Local Environmental Plan 2011. The road reservation is recorded on relevant Land Reservation Acquisition Maps. I make the submission that: Council do not amend the Land Zoning Map to include the James St road reservation and Council lift the road reservation on James St Enmore, and remove it from the land reservation acquisition maps, for the following reasons: In the period of the MLEP 2001 and MLEP 2011, a number of premises including mine were bought and renovated in James St, in good faith that any road reservation was an archaic provision of the period prior to the establishment of Enmore TAFE on Edgeware Road, and the transformation of James St into a cul de sac. In 2015 the houses of 11-19 James St were assessed as having 'historic significance in their own right'. The five houses were granted their own heritage conservation area (c38) and all renovations of these properties have since adhered, in good faith, to heritage guidelines. It is these properties (11-19 James St) that would be destroyed by the proposed road widening. Including the road reservation on the MLEP zoning maps would significantly devalue all properties in the street. Widening James St for traffic purposes is out of step with the recognised amenities and needs of the area. The lifting of the Johnson's Creek road reservation from the adjacent road (Edgeware Road) by way of the Marrickville Local Environmental Plan 2001 (Amendment No 35) 2008, was described by Labor MLC Penny Sharpe in the following terms: the state government recognised 'that with the Marrickville Metro, St Pius Primary School and a local childcare centre, this road was the wrong place for more traffic'. Particularly given the lifting of the adjacent Johnson's Creek Road Reservation by the NSW State Government, it is evident that the MLEP 2011 provides an opportunity for Council to perform an act of good faith to ensure stability and predictability for our community and property values, by overturning the James St road reservation. The amount of financial and emotional investment in this community is substantial and the heritage significance</i></p>		
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		<p><i>of the properties most at risk from the road reservation is not in dispute. It is reasonable that residents, particularly those who bought and renovated in the period of the MLEP 2001 and 2011 and the creation of heritage zone c38, would be due substantial compensation if the road widening were to take place. To preclude this eventuating, and to provide peace of mind as an act of good faith I submit that Council should lift the road reservation altogether. 15 James St (front) Renovated interior hall Renovated kitchen and living 15 James St (rear).</i></p> <p><u>Submission 7</u></p> <p><i>I am opposed to the proposal to zone all land on the Land Reservation Acquisition Maps commensurately on the Land Zoning Map. This involves the zoning for local road use of a 3-metre strip of land currently occupied by multiple residences, gardens or car spaces the length of James Street. There is no justification for this: 1. James Street is a dead-end street ending at the Enmore Design Centre car park. 2. There is minimal vehicular traffic in James St: mainly James St residents and courier vehicles. 3. There is, however, a lot of pedestrian traffic, either to the Design Centre or using the route to access the Enmore Road precinct. 4. There is a turning circle at the end of James St which enables vehicles to turn and exit the James St safely. I was not able to discover the reason for this zoning and can therefore only speculate on Council's future intentions: Any extension of James Street through to Edgeware Road would drastically increase traffic in James St and therefore would endanger pedestrians. It would also increase traffic in other local roads, as cars would use James St as a shortcut or "rat run". It would separate the Design Centre from its carpark and endanger Centre visitors. It would be totally out of keeping with the village character of Enmore. If the Council's intention is to facilitate future higher density housing by enabling the resumption of residences at numbers 5 - 25, then this is extremely alarming. I have observed these former workers' cottages transformed over the past 12 years into beautifully restored homes, no doubt at huge expense. It would be both unethical and unfair to change their zoning retrospectively. If the Council genuinely wishes to widen James St to increase parking opportunities, it should consider converting the strip of land to parking on the other side of the street, fronting the Design Centre property. At the Simmons St end, this land is constantly used as a rubbish-dumping ground - conversion to parking spaces would end this practice and could enable parallel parking. I oppose both the zoning proposal and the existing reservation on the Land Reservation Acquisition Maps. I recommend that the 3-metre strip of land be amended to General Residential on both the Land Reservation Acquisition Maps and the Land</i></p>		
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		<p><u>Zoning Map.</u></p> <p><u>Submission 8</u></p> <p><i>I am writing in regard to the proposed amendment of the Land Zoning Map, to indicate a road reservation on James St Enmore, for prospective road widening.</i></p> <p><i>This change is not included in the document "PLANNING PROPOSAL TO AMEND MARRICKVILLE LOCAL ENVIRONMENTAL PLAN 2011 (MLEP 2011 AMENDMENT No. 4)".</i></p> <p><i>It appears only on the maps included in the documents "PART B: PROPOSED LAND ZONING MAPS AMENDMENT"; on pages 8 and 9.</i></p> <p><i>This road reservation was not noted on the MLEP 2001 Map (including MLEP amendments gazetted up to 25 June 2010), or on any of the Land Zoning Maps accompanying the legislation for the Marrickville Local Environmental Plan 2011.</i></p> <p><i>The road reservation is recorded on relevant Land Reservation Acquisition Maps.</i></p> <p><i>I am submitting submission that Council do not amend the Land Zoning Map to include the James St road reservation and Council lift the road reservation on James St Enmore, and remove it from the land reservation acquisition maps, for the following reasons:</i></p> <p><i>In the period of the MLEP 2001 and MLEP 2011, a number of premises including mine were bought, renovated and newly built in James St, in good faith that any road reservation was an archaic provision of the period prior to the establishment of Enmore TAFE on Edgeware Rd, and the transformation of James St into a cul de sac.</i></p> <p><i>In 2015 the houses of 11-19 James St were assessed as having 'historic significance in their own right' The five houses were granted their own heritage conservation area (c38) and all renovations of these properties have since adhered, in good faith, to heritage guidelines. It is these properties (11-19 James St) that would be destroyed by the proposed road widening.</i></p> <p><i>Including the road reservation on the MLEP zoning maps would significantly devalue all properties in the street. There are huge financial and emotional investments put in the properties to make them look good as they are now.</i></p> <p><i>Widening James St for traffic purposes is out of step with the recognised amenities and needs of the area. The lifting of the Johnson's Creek road reservation from the adjacent road (Edgeware Rd) by way of the Marrickville Local Environmental Plan 2001 (Amendment No 35) 2008, was described by Labor MLC Penny Sharpe in the following terms: the</i></p>		
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		<p>state government recognised 'that with the Marrickville Metro, St Pius Primary School and a local childcare centre, this road was the wrong place for more traffic'</p> <p>Particularly given the lifting of the adjacent Johnson's Creek Road Reservation by the NSW State Government, it is evident that the MELP 2011 provides an opportunity for Council to perform an act of good faith to ensure stability and predictability for our community and property values, by overturning the James St road reservation.</p> <p>The amount of financial and emotional investment in this community is substantial and the heritage significance of the properties most at risk from the road reservation is not in dispute. It is reasonable that residents, particularly those who bought and renovated in the period of the MLEP 2001 and 2011 and the creation of heritage zone c38, would be due substantial compensation if the road widening were to take place. To preclude this eventuating, and to provide peace of mind as an act of good faith I submit that Council should lift the road reservation altogether.</p> <p><u>Submission 9</u></p> <p>I write in regard to the proposed amendment of the Land Zoning Map, to indicate a road reservation on James St Enmore, for prospective road widening. This change is not included in the document "PLANNING PROPOSAL TO AMEND MARRICKVILLE LOCAL ENVIRONMENTAL PLAN 2011 (MLEP 2011 AMENDMENT No. 4)". It appears only on the maps included in the documents "PART B: PROPOSED LAND ZONING MAPS AMENDMENT", on pages 8 and 9. This road reservation was not noted on the MLEP 2001 Map (including MLEP amendments gazetted up to 25 June 2010), or on any of the Land Zoning Maps accompanying the legislation for the Marrickville Local Environmental Plan 2011. The road reservation is recorded on relevant Land Reservation Acquisition Maps. I make the submission that Council do not amend the Land Zoning Map to include the James St road reservation and Council lift the road reservation on James St Enmore, and remove it from the land reservation acquisition maps, for the following reasons: In the period of the MLEP 2001 and MLEP 2011, a number of premises including mine were bought in James St, in good faith that any road reservation was an archaic provision of the period prior to the establishment of Enmore TAFE on Edgeware Rd, and the transformation of James St into a cul de sac. In 2015 the houses of 11-19 James St were assessed as having 'historic significance in their own right'. The five houses were granted their own heritage conservation area (c38) and all renovations of these properties have since adhered, in good faith, to heritage guidelines. It is these properties (11-19 James St) that would be destroyed by the proposed</p>		
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		<p>road widening. Including the road reservation on the MLEP zoning maps would significantly devalue all properties in the street. Widening James St for traffic purposes is out of step with the recognised amenities and needs of the area. The lifting of the Johnson's Creek road reservation from the adjacent road (Edgeware Rd) by way of the Marrickville Local Environmental Plan 2001 (Amendment No 35) 2008, was described by Labor MLC Penny Sharpe in the following terms: the state government recognised 'that with the Marrickville Metro, St Pius Primary School and a local childcare centre, this road was the wrong place for more traffic'. Particularly given the lifting of the adjacent Johnson's Creek Road Reservation by the NSW State Government, it is evident that the MELP 2011 provides an opportunity for Council to perform an act of good faith to ensure stability and predictability for our community and property values, by overturning the James St road reservation. The amount of financial and emotional investment in this community is substantial and the heritage significance of the properties most at risk from the road reservation is not in dispute. It is reasonable that residents, particularly those who bought and renovated in the period of the MLEP 2001 and 2011 and the creation of heritage zone c38, would be due substantial compensation if the road widening were to take place. To preclude this eventuating, and to provide peace of mind as an act of good faith I submit that Council should lift the road reservation altogether. The common roofline at 11-19 James St is located along the front boundary, adjacent James Street. Council's proposal to encroach on the James St properties by approximately 3m, would cause significant and substantial loss to these buildings. Unlike other properties on this street, 11-19 wouldn't be losing driveways or gardens but roof, walls, doors, windows, meterboxes, service connections, foundations and floor area. Regarding floor area, 17 James street has 69sq.m GFA and would stand to lose approx. 11.25sq.m, resulting in a new GFA of 57.75sq.m. This is a reduction of 16%. Slicing away this portion of the building would not be possible without the probable replacement of a much larger area of the roof of these buildings. Such change in bulk and scale would not allow this work to be completed while preserving any of the qualities worthy of their heritage status. It is our observation that the enlargement of the road, if necessary, would be more easily achieved at the other side of the road. This consists of a larger verge, a fence line followed by several meters of scrub before a carpark.</p> <p><u>Submission 10</u> I write in regard to the proposed amendment of the Land Zoning Map, to indicate a road reservation on James St Enmore, for prospective road</p>		
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		<p>widening. This change is not included in the document "PLANNING PROPOSAL TO AMEND MARRICKVILLE LOCAL ENVIRONMENTAL PLAN 2011 (MLEP 2011 AMENDMENT No. 4)". It appears only on the maps included in the documents "PART B: PROPOSED LAND ZONING MAPS AMENDMENT", on pages 8 and 9. This road reservation was not noted on the MLEP 2001 Map (including MLEP amendments gazetted up to 25 June 2010), or on any of the Land Zoning Maps accompanying the legislation for the Marrickville Local Environmental Plan 2011. The road reservation is recorded on relevant Land Reservation Acquisition Maps. I make the submission that a) Council does not amend the Land Zoning Map to include the James St road reservation and b) Council lifts the road reservation on James St Enmore, and removes it from the land reservation acquisition maps, for the following reasons:</p> <ul style="list-style-type: none"> • In the period of the MLEP 2001 and MLEP 2011, a number of premises including mine were bought and renovated in James St, in good faith that any road reservation was an archaic provision of the period prior to the establishment of Enmore TAFE on Edgeware Rd, and the conversion of James St into a cul de sac. • In 2015 the houses of 11-19 James St were assessed as having 'historic significance in their own right'. The five houses were granted their own heritage conservation area (c38) and all renovations of these properties have since adhered, in good faith, to heritage guidelines. It is these properties (11-19 James St) that would be destroyed by the proposed road widening. • Including the road reservation on the MLEP zoning maps would significantly devalue all properties in the street. • Widening James St for traffic purposes is out of step with the recognised amenities and needs of the area. The lifting of the Johnson's Creek road reservation from the adjacent road (Edgeware Road) by way of the Marrickville Local Environmental Plan 2001 (Amendment No 35) 2008, was described by Labor MLC Penny Sharpe in the following terms: the state government recognised 'that with the Marrickville Metro, St Pius Primary School and a local childcare centre, this road was the wrong place for more traffic'. Particularly given the lifting of the adjacent Johnson's Creek Road Reservation by the NSW State Government, it is evident that the MLEP 2011 provides an opportunity for Council to perform an act of good faith to ensure stability and predictability for our community and property values, by overturning the James St road reservation. The financial and emotional investment in this community is substantial and the heritage significance of the properties most at risk from the road reservation is not in dispute. It is reasonable that residents, particularly those who bought and renovated in the period of the MLEP 2001 and 2011 and the creation of heritage zone c38, would be due 		
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		<p>substantial compensation if the road widening were to take place. To preclude this eventuating, and to provide peace of mind as an act of good faith, I submit that Council should lift the road reservation altogether. For your consideration, below are photographs of my house (no.19) and the five houses of c38. This is a tight-knit community and we are all in agreement about the importance of having this road reservation lifted.</p> <p><u>Submission 11</u></p> <p>a) Council do not amend the Land Zoning Map to include the James St road reservation and</p> <p>b) Council lift the road reservation on James St Enmore, and remove it from the land reservation acquisition maps, for the following reasons: • In the period of the MLEP 2001 and MLEP 2011, a number of premises including mine were bought, renovated and newly built in James St, in good faith that any road reservation was an archaic provision of the period prior to the establishment of Enmore TAFE on Edgeware Rd, and the transformation of James St into a cul de sac. • In 2015 the houses of 11-19 James St were assessed as having 'historic significance in their own right'. The five houses were granted their own heritage conservation area (c38) and all renovations of these properties have since adhered, in good faith, to heritage guidelines. It is these properties (11-19 James St) that would be destroyed by the proposed road widening. • Including the road reservation on the MLEP zoning maps would significantly devalue all properties in the street. There are huge financial and emotional investments put in the properties to make them look good as they are now. • Widening James St for traffic purposes is out of step with the recognised amenities and needs of the area. The lifting of the Johnson's Creek road reservation from the adjacent road (Edgeware Road) by way of the Marrickville Local Environmental Plan 2001 (Amendment No 35) 2008, was described by Labor MLC Penny Sharpe in the following terms: the state government recognised 'that with the Marrickville Metro, St Pius Primary School and a local childcare centre, this road was the wrong place for more traffic'.</p> <p><u>Submission 12</u></p> <p>I object to the road widening of James Street Enmore. Many of our neighbours have the front of their property right on the street. These are heritage listed homes that have had restrictions in place when renovating. Widening the road would destroy these heritage listings. James street is a lovely dead end road that is quiet and full of families. Widening the road would destroy this.</p>		
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		<p><u>Submission 13</u></p> <p><i>I am writing regarding the proposed amendment of the Land Zoning Map in the above plan, on pages 8 and 9. I make the submission that: 1) Council does not amend the Land Zoning Map to include the James St road reservation. 2) Council lift the reservation on James St Enmore, and remove it from the land reservation acquisition maps, for the following reasons: When we purchased our property we, and everyone we spoke to on James St, was under the impression the reference on the relevant "Land Reservation Acquisition Map" was an artefact from before the Design Centre Enmore was built, and James St turned into a cul-de-sac. The street has changed dramatically over the last decade, with almost every house already having, currently undergoing, or currently planning, major renovations, and many new young families moving in. The houses of 11-19 James St were granted a heritage conservation are in (c38) in 2015. Widening of the street as per the proposed Land Zoning map would require demolition of this row of small heritage cottages. James St is a cul-de-sac accessed primarily by residents of James St, and for access into the Design Centre Enmore's back teachers' carpark. Recently the Design Centre opened up their internal traffic flow so that teachers are going off Edgeware Rd and directly into the Design Centre's back car park via the entrance on Sarah St — not requiring passing the fronts of any houses. That traffic was previously funnelled through narrow, densely populated, roads with lots of young families and children, driving directly in front of about 70 houses on Camden St, Simmons St, and James St. Any road widening would dump traffic onto local streets, damage the heritage value of the area, and the fabric of the local community. I submit that Council should not amend the L2M to include the James St reservation, and should instead, lift the James St road reservation altogether.</i></p>		
L- LZN_AL L (01)	That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that	<p>[....]</p> <p><i>My property at 2 Kroombit Street is zoned residential and has little potential for redevelopment, even if the laneway were constructed through to Clargo Street. A substantial brick garage/shed is located on the property at the end of Kroombit Lane.... This building would need to be demolished and the property would be significantly devalued by loss of the building and the off street parking afforded. Council would therefore incur substantial costs in acquiring the reserved portion of the property if the current laneway reservation was activated.</i></p>	The recently approved and constructed development on the property 743-745 New Canterbury Road, Dulwich Hill effectively prevents the construction of a laneway to extend Kroombit Lane to connect with Clargo Street. As detailed in the assessment report alternate	<p>Recommendation</p> <p>That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property, in so far that it relates to land reserved SP2 Local Road for the properties 735-751 New</p>

	<p>property.</p> <p><u>735-751 New Canterbury Road and 2 Kroombit Street, Dulwich Hill (SP2 Local Road)</u></p>	<p><i>Thus Council would incur substantial cost and my property would be significantly devalued, for no appreciable benefit in terms of rear lane access for other relevant properties.</i></p> <p><i>If the reservation were removed for 2 Kroombit Street (and 735 New Canterbury Road), the future laneway could nonetheless extend from Clargo Street through to the eastern boundary of the property at 737-739 New Canterbury Road. The portion of 737-739 land to the south of the laneway could be used for parking and/or to facilitate vehicle movement in and out of the lane.</i></p> <p><i>Additional arguments for removing the reservation for these two properties</i></p> <p><i>The laneway reservation has been in place for approximately 50 years and it seems highly unlikely that it will be activated in the foreseeable future, or ever.</i></p> <p><i>Council officers came to this view when the former Marrickville Council reviewed existing local road reservations in 2000. Although these recommendations did not proceed, the report provides an objective planning view that the relevance and viability of the laneway reservation is substantially diminished.</i></p> <p><i>More recently, Council approved substantial redevelopment of 743-745 New Canterbury Road for shoptop housing and this was completed approximately two years ago. The new building extends all the way to the property's boundary with 1 Clargo Street.</i></p> <p><i>Therefore the potential scenario for redevelopment of the strip from 737-739 to 751 New Canterbury Road, if required activation of the laneway reservation, would necessarily entail demolition or partial demolition of this substantial brand-new housing development. This seems most unlikely in the foreseeable future.</i></p> <p><i>These circumstances add further weight to the argument for lifting the reservation as it affects the properties at 2 Kroombit Street and 735 New Canterbury Road.</i></p>	<p>means of vehicular access could be provided when the remaining properties along this section of New Canterbury Road are redeveloped.</p> <p>In light of the above it is considered that the reservation originally proposed to facilitate the extension of Kroombit Lane to connect with Clargo Street should be abandoned.</p>	<p>Canterbury Road and 2 Kroombit Street, Dulwich Hill, not proceed.</p> <p>It is also recommended that the Local Road reservation shown on the Land Reservation Acquisition Map for the properties be deleted.</p>
L-2-(01) and L-2-(04) Relating	L-2-(01) That the following changes be made	<p><i>We are very concerned that the proposed amendments to the B6 Enterprise corridor: deleting mention of potential 'mixed use' development is contrary to the vision for our area (the St Peters triangle) and is highly</i></p>	<p>The deletion of the B6 Enterprise Corridor zone objective (L-2-(01)</p>	<p>The recommendation should proceed.</p>

<p>to deletion of objectives for B6 Enterprise Corridor</p>	<p>to the respective Land Use Tables in Part 2 of MLEP 2011:</p> <p><u>B6 Enterprise Corridor Zone</u></p> <p>Delete the last objective of the zone reading: "To enable a purpose built dwelling house to be used in certain circumstances."</p> <p>Delete "dwelling houses" in the land use table for the zone from Part 3 Permitted with consent.</p> <p>L-2-(04) That the fourth zone objective for the B6 Enterprise Corridor zone reading "To provide for residential uses, but only as part of a mixed development." be deleted.</p>	<p><i>detrimental to maintaining any of the current vibrant mix of creative industry and residential. Alongside our neighbours we have watched with growing trepidation the approval and now commenced development of no less than 4 MAJOR developments within our small St Peters triangle. These proposed amendments promise to limit any future development of far smaller footprint artist studios (such as our own) to include small residential extensions that would in reality be a true reflection of the master plan vision put forward by Marrickville Council (now Inner West) over the past 10 years. Our sense is that the council which has had much of their objections to the major developments currently underway overturned by the Land & Environment court is scrambling to regain control of development in the area, however our fear is that if the amendments come into action the ensuing environment into the future will consist of large residential developments and small dwarfed industry with no connection between the two - essentially destroying what is currently a joyfully connected community. Leaving the option to develop small dwellings as part of mixed use will help maintain some of the fabric and grain of what currently WORKs for this community. If council wishes to restrict further large-scale development put limitations on the size of footprint, limit amalgamations etc. - a sweeping restriction is in NO way helpful to the community.</i></p>	<p>concerning purpose built dwelling houses is to address an issue relating to the listing of dwelling houses in the LEP Land Use Table for the zone as "Permitted with consent" when dwelling houses are only permitted in specific circumstances.</p> <p>The deletion of the B6 Enterprise Corridor zone objective (L-2-(04) "To provide for residential uses, but only as part of a mixed development" is required because under the LEP Land Use Table for the B6 zone "residential accommodation" is listed as "Prohibited" in the zone.</p> <p><u>Notes:</u> "Residential accommodation" is permitted on some sites in the St Peters triangle under Schedule 1 Additional permitted uses of MLEP 2011 but only where the "residential accommodation is part of a mixed use development."</p> <p>No amendments are proposed to the provisions relating to those sites under MLEP 2011.</p> <p>It should also be noted that proposed amendments to the zone objectives would not</p>	
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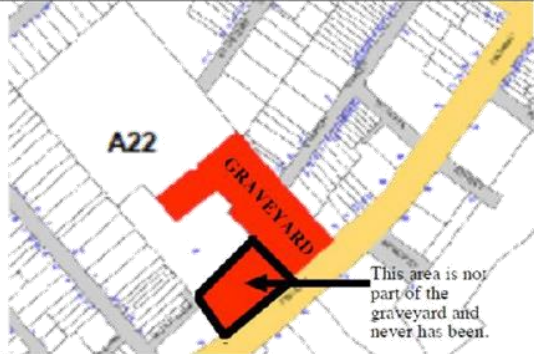
			result in any changes to what is currently permitted on land under MLEP 2011.	
L-6.10 and LSch1-23-27 (Amend clause 6.10 and insert clause 26 to Schedule 1)	Amendment to Clause 6.10 of MLEP 2011 relating to Use of existing non residential buildings in residential zones	<i>Please amend the proposals for cl 6.10 and Schedule 1 cl 26 to apply to existing buildings that were designed and constructed for the 'primary purpose' of a shop. There are many industrial buildings which have a small shop or sales area, but where the primary purpose of that building was light industrial or warehousing. Reuse of that entire building as a cafe, shop or restaurant would be significantly different to the original purpose of that building - and could have substantially different impacts on the surrounding area - including different operating hours, significantly increased traffic and associated parking issues, as well as noise and other amenity issues</i>	<p>The subject recommendations address issues relating to the listing of certain uses in the LEP Land Use Tables as "Permitted with consent" when those uses are only permitted in specific circumstances.</p> <p>The amendments proposed do not change the intent of the provisions in that they do not change what is permissible on land under the provisions that currently apply under Marrickville Local Environmental Plan 2011.</p>	The recommendation should proceed.
L-Sch5-Part 3 (01)	That a new section titled "Part 3 Archaeological sites" be inserted in Schedule 5 of MLEP 2011 listing the archaeological sites	<p><u>A07 Stanmore House Archaeological Site</u></p> <p><i>The owners are opposed the LEP (Amendment No 4) for the following reasons:</i></p> <ol style="list-style-type: none"> <i>1. The said property is heritage listed and there are already enough onerous requirements that must be complied with by owners in respect of any development/maintenance of the heritage properties.</i> <i>2. The proposal to list the subject land as an archaeological site creates an additional and further obstacle to future development and maintenance costs to the owners that is unnecessary.</i> <i>2. The mere suspicion or speculation of the existence of historical relics is insufficient grounds or reason to declare the property an archaeological site. The definition is far too wide. On this basis, any property in NSW whether heritage could possibly have historical relics at its foundations.</i> <i>3. The existing regulations that are placed upon owners of heritage properties who may be developing/restoring heritage properties are sufficient to protect the unique structures and heritage aspects of the such properties.</i> <i>4. The additional requirement to have another authority authorise any excavation on a deemed archaeological site is yet another obstacle and an additional expenses that the owners would have to bear. Why should there be further fees imposed?</i> 	<p>The property was identified as a proposed archaeological site as part of the Marrickville Heritage Study review 2001.</p> <p>The former Marrickville Council's property information system identified a number of sites, including the subject property, as archaeological sites.</p> <p>The planning proposal essentially seeks to formally list the previously identified site as an archaeological site.</p> <p>It should also be noted that the subject property contains Stanmore House and is identified as a heritage item</p>	<p>The recommendation should proceed.</p> <p>However the description for the archaeological site in Schedule 5 Part 3 of MLEP 2011 should be amended to read: Stanmore House Archaeological site; 88-92 Enmore Road, Newtown; Lots 50, 51 and 52 DP 3605; local (significance); Item No A07.</p>

	<p>5. The costs in maintaining and preserving heritage properties in the current climate far outweighs the income generated. Very often due to their condition due to their age and condition an adequate rental return cannot be achieved. As such, additional expenses/fees would place further financial pressure on heritage property owners resulting in insufficient funds remaining for preserving the properties.</p> <p>6. Due the age of heritage properties, regular maintenance and upkeep is required which is very costly and whilst there are some minor concessions in land tax and council rates provided, they are insufficient in comparison to the expenses outlaid annually to preserve and maintain such properties.</p> <p>7. Our property has water/sewerage issues that negatively affect the property. We have sought the assistance of various specialist plumbers who have investigated however to date, no solution has been found to the problem. It may be likely that some excavation may be necessary in the future to rectify the water problem. This proposal and the requirement contained therein in respect of archaeological sites would create a further obstacle to the carrying out of such works and further fees to the relevant body. These costs would be in addition to the likely high costs of remedial plumbing works.</p> <p>8. Whilst the subject property is heritage listed many of its original features no longer exist as they have been altered over the years.</p> <p>9. There should be a greater focus on providing assistance and/or funding to heritage properties owners to assist them in maintaining and preserving their properties instead of imposing further requirements that would be associated with properties deemed as archaeological sites.</p> <p>10. As owners, we feel there is little concern and interest from Council in assisting heritage owners. There seems to be a focus on imposing further requirements in dealing with heritage properties rather than a focus on assisting with their preservation which should be paramount.</p> <p>11. Further, the process involved in applying for heritage grants is convoluted and difficult and very few grants are provided to assist heritage owners.</p> <p>12. Despite several attempts to seek funding grants for the said property, there have been no grants provided. As a result, we are uncertain whether there is sufficient heritage value to the said property if it has been unworthy of financial assistance for its preservation. If heritage preservation is important, there must be adequate funding and financial support to heritage owners.</p> <p>13. The building controls are unnecessary as the current controls provide enough protection.</p>	<p>of State significance under MLEP 2011.</p> <p>The State Heritage Register states (in part) that "Stanmore House is of State heritage significance for its associations with Mary Reibey a noted emancipist entrepreneur and the Long Innes family."</p> <p>The historical significance of Stanmore House is listed as follows: "Stanmore House is the last of the large suburban villas remaining in Newtown/Enmore from the period preceding the railway line, after which the suburb changed dramatically. The house has the ability to demonstrate the conscious attempts of the rich merchant class to recreate the marriage of architecture with landscape of the English Picturesque movement. Stanmore House is the last vestige of that era in Newtown and has unique social value in its ability to demonstrate a way of life."</p> <p>The property description on the State Register is Lots 50, 51 and 52 DP 3605.</p> <p>The property description specified for the archaeological site in the planning proposal is incorrect</p>	
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		<p>14. Any plans that require heritage owners to satisfy further requirements or seek specific approval from other regulatory bodies, should not have fees attached to them.</p> <p>15. In conclusion, we do not believe it is necessary for the subject property to be deemed an archaeological site as the already applicable heritage listing that applies, and the requirements that apply as a result of this heritage listing are sufficient enough to ensure the proper preservation of heritage buildings. The current heritage regulations, without the requirements as contained in the proposed LEP, have been successful in preserving heritage buildings and architecture which is evident by the many beautiful heritage properties in the Marrickville area.</p>	<p>and should be amended to be in accordance with the property description on the State Heritage Register.</p>	
		<p><u>A10 Bello Retiro Archaeological Site</u> <i>Re: Objection to proposed 'Archaeological Site Classification' of 8 Wells Street I write to voice my strong objection to the above proposed classification to my residential property at 8 Wells Street. As a resident in the Marrickville Council area, I support the desire to preserve buildings of environmental, cultural and historical significance for future generations to enjoy. However, I must protest that this out of the ordinary Archaeological classification to my land would come at a greater cost to my property versus the unlikely possibility of yielding any such items of significance at some time in the future. A concrete slab covers the majority of my land undertaken with approved building works over last 10 years where footings and plumbing were excavated and provided no physical evidence of such 'relics' or any insight into the past historical use of the site, such as buildings or artefacts. The lack of any evidence found during those construction works, and the small potential of any items being left on the lot during the unconfirmed movement of the heritage property across the lot, I feel it is unreasonable to impose this classification. The disadvantage that this classification would immediately inflict on me, as a landowner, would far out way the potential community benefit. An 'Archaeological Site Classification' would significantly impact the value of my property and make it extremely difficult to obtain refinancing with lenders at my current loan to value ratio, given the range of restrictions placed on properties with such classifications. This would have the same impact on the few other properties in the street under this proposal and discriminates my property from the rest of the street which also would have some old history of subdivision. Having lived in the area as a rate payer for over 20 years, and worked hard to improve the value of my property, I do not consider this proposal reasonable and I ask that you reconsider the classification to avoid imposing any hardship on me.</i></p>	<p>The property was identified as a proposed archaeological site as part of the Marrickville Heritage Study review 2001.</p> <p>The former Marrickville Council's property information system identified a number of sites, including the subject property, as archaeological sites</p> <p>The planning proposal essentially seeks to formally list the previously identified site as an archaeological site.</p> <p>There is no evidence to suggest that the listing of archaeological sites impacts on property values.</p> <p>The property in question is zoned R2 Low Density Residential under MLEP 2011.</p> <p>Development consent was granted in 2010 to carry out</p>	<p>The recommendation should proceed.</p>

			<p>alterations to convert the existing building into a boarding house and construct a single storey with attic building in the rear yard containing 3 boarding house rooms on the property. It is considered that the property is unlikely to be further developed under the planning controls that currently apply to the land.</p> <p>It is considered that the submission does not raise any issues not to warrant the listing of the property.</p>	
		<p><u>A10 Bello Retiro Archaeological Site</u> <i>As the owner of 2A Wells Street Newtown I wish to object to the proposal to classify the property as an archaeological site. The property is highly unlikely to yield any relics because, as the attached sewer diagram shows, the site was extensively excavated when a main sewer line was dug there before the erection of the current house. In addition, the planning map of the proposed archaeological site is inaccurate. It shows 2A adjoining Maria Lane, whereas 2A is actually built across Maria Lane and so does not fall within the archaeological area of Bello Retiro as defined by you. Indeed the definition of the archaeological area seems highly questionable. The description associated with the historical map clearly states that Bello Retiro had a drive off King Street yet the proposed archaeological site does not include any area adjacent to King Street. Despite enquiring further with Council concerning these anomalies, no one has been able to shed any light upon these matters. I object to such a designation being made when the Council appears to have inadequate information concerning the matter, or to have inadequately made this information available to those ratepayers affected. The proposed classification has the potential to adversely affect the value of my property and has no reasonable basis. Its approval without further information would be a denial of natural justice. I submit it be rejected</i></p>	<p>The property was identified as a proposed archaeological site as part of the Marrickville Heritage Study review 2001.</p> <p>The former Marrickville Council's property information system identified a number of sites, including the subject property, as archaeological sites</p> <p>The planning proposal essentially seeks to formally list the previously identified site as an archaeological site.</p> <p>The submission questions the definition of the proposed archaeological site noting that the description states <i>Bello Retiro had a drive off King Street yet the proposed</i></p>	<p>The recommendation should proceed.</p>

			<p><i>archaeological site does not include any area adjacent to King Street. The area identified as the archaeological site in the planning proposal documentation includes part of Darley Lane, a lane that runs from the site to King Street (between the properties 589 and 591 King Street).</i></p> <p><i>As detailed in the response to the previous submission, there is no evidence to suggest that the listing of archaeological sites impacts on property values.</i></p> <p><i>It is considered that the submission does not raise any issues not to warrant the listing of the property.</i></p>	
		<p><u>A22 St Peters Church of England Cemetery Archaeological Site</u> <i>We have been contacted about the Marrickville Local Environment Plan MLEP 2011 (Amendment 4) concerning the cemetery at St Peters Anglican Church, 187 Princes Highway, St Peters.</i></p> <p><i>The cemetery (or more correctly graveyard, as it is attached to a church) is already classified as an archaeological site by State Heritage so we have no problem with that. However, we would like to note that on the plan you have as the area being the graveyard is incorrect. It does not extend across the front of the whole property, only the area north of our driveway. See attached diagrams.</i></p>	<p>The graveyard does not extend across the entire Princes Highway frontage of the property. The graveyard is located on the eastern side of the driveway.</p> <p>The area identified on the Inventory Sheet for Proposed Archaeological Site Item No. A22 St Peters Church of England Cemetery in the Planning Proposal shows the entire property (Part Lot 1 DP 233214). The area identified should be amended to only show that area as identified</p>	<p>That the area identified as the proposed archaeological site Archaeological Site Item No. A22 St Peters Church of England Cemetery be amended to relate to the area on the eastern side of the driveway as shown on the diagram attached to the submission.</p>

		 <p>A28 Tivoli Archaeological Site</p> <p>1) <i>What specific restrictions or controls apply to 42 Reilly Lane with regards to "Tivoli Archaeological Site No.A28", if any development is proposed for the site?</i></p> <p><i>It seems the entire property of the Owners is take up by this "archaeological site", and the Owners are interested in alterations and additions to the existing factory (i.e. Rosebury Furniture) which would involve some excavation.</i></p> <p>2) <i>What specific changes are proposed regarding the MLEP with direct relevance to 42 Reilly Lane?</i></p>	<p>in the diagram attached to the submission.</p> <p>The submission essentially seeks advice on the planning requirements regarding the redevelopment on land identified as an archaeological site rather than objecting to the proposed listing of the site as an archaeological site.</p> <p><u>Note:</u> Following a number of enquiries concerning the proposed archaeological sites contained in the Planning Proposal a FAQ was included with the exhibition material on the web site "Archaeological Sites - What it means for you"</p> <p><u>Additional Note:</u> The submitter lodged a Pre DA (PDA201800085) seeking advice on a proposed development on the subject property.</p>	<p>The recommendation should proceed.</p>
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			<p>The PDA advice provided to the submitter (Trim 18310.19 dated 21/1/2019) detailed the requirements relating to development on archaeological sites.</p>	
	<p><u>A30 Marionette Archaeological Site</u> <i>Australia has a modern history reaching back 240 years. To the first European settlers. This is a period so well documented that there is no reason to reclassify the area as an archaeological site. You can find anything from that era in antique shops. My auntie lives in a house 590 years old in England and it isn't classified as an archaeological site. The proposal is quite ridiculous.</i></p>	<p>The property was identified as a proposed archaeological site as part of the Marrickville Heritage Study review 2001.</p> <p>The former Marrickville Council's property information system identified a number of sites, including the subject property, as archaeological sites</p> <p>The planning proposal essentially seeks to formally list the previously identified site as an archaeological site.</p> <p>It is considered that the submission does not raise any issues not to warrant the listing of the property.</p>	<p>The recommendation should proceed.</p>	
	<p><u>A32 Gannon's Inn Archaeological Site</u> <i>We had developed the above service station about 10 years ago, after purchasing 777 and 775 Princes Hwy Tempe NSW and amalgamated all these properties under one title, which is known as 779 Princes Hwy TEMPE NSW (Lot 1 DP1116622).</i></p> <p><i>At the time of our development 10 years ago, we had excavated from Gannon Lane for at least 5 meters down and coming towards the Princes Hwy bordering next door 773 Princes Hwy Tempe, we have excavated at least 2 meters down (please see attached plan). During the digging and excavation of soil to bringing the site levelling to Princes Hwy level, there was no Archaeological finds. This site has been dug up at list 6 metres on</i></p>	<p>The proposed archaeological site includes part of the property 779 Princes Highway, St Peters, being the former properties 775 and 777 Princes Highway.</p> <p>Approval was granted by Determination No. 200600122, dated 2 August 2006, to demolish the existing service station sales</p>	<p>That the property 779 Princes Highway, St Peters (Lot 1 DP 1116622) be excluded from the Gannon's Inn Archaeological Site (Item No. A32).</p>	

		<p><i>some other areas, to put in 7 underground storage tanks, car washing tanks etc.</i></p> <p><i>Please kindly remove our property from Marrickville Local Environmental Plan 2011-MLEP 2011 (Amendment No 4) (Item No.A32) as this site has no archaeological importance because of previous excavations of site and at time of excavation, nothing was discovered by Council.</i></p>	<p>building and two dwelling houses (No. 775 and 777 Princes Highway) and erect a new sales building and car wash facility, install an underground LPG tank and carry out associated works and continue to use the premises as a service station.</p> <p>The proposed development involved a significant amount of excavation work (because of the level difference between the existing service station and the two former residential properties, excavation work to install underground fuel tanks).</p> <p>In light of the above and the extent of excavation works carried out it is considered reasonable to exclude the subject property from the proposed archaeological listing.</p>	
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<p>L- FSR_00 3 (03) and L- HOB_00 3 (04) L- FSR_00 4 (14) and L- HOB_00 4 (08A)</p>	<p>L-FSR_003 (03) That the floor space ratio control on the Floor Space Ratio Map (FSR_003) for the properties 1-5 Mary Street, 6 Mary Street, 11-19 Mary Street, 2-8 Lennox Street, the rear lot (Lot 1 DP 542155) facing Lennox Street of No. 259 King Street and No. 3 Eliza Street, Newtown be amended to "P (1.2:1)".</p> <p>L-HOB_003 (04) That the HOB control on the Height of Buildings Map (HOB_003) for the properties 1-5 Mary Street, 6 Mary Street, 11-19 Mary Street, 2-8 Lennox Street, the rear lot (Lot 1 DP 542155) facing Lennox Street of No. 259 King Street and No. 3 Eliza Street be amended to "J (9.5m)".</p>	<p><i>The proposal as it affects us seeks to reduce the floor space ratio (FSR) and lower the Height of Building (HOB) control. We strongly oppose these changes to our MLEP 2011 on the following two grounds: 1. The amendment fails to make a coherent case which addresses itself to the "Purpose of the planning proposal." This states "The proposed amendments are primarily housekeeping matters that seek to correct mapping anomalies, inconsistencies and omissions, and proposed amendments to improve communication in the plan." As owners of 5 Mary St Newtown, we cannot see how these changes have been arrived at within the planning proposal. In fact, these changes would seem to create mapping anomalies and inconsistencies within the zoning areas. Yes, this proposal does not seek to change zoning but the LEP and zoning complement each other when good planning is evident. Our property, along with its neighbour 3 Mary St Newtown, is correctly zoned B2 Local Centre with FSR 1.5 and HOB 14m. This is appropriate to its location and surrounding land usage. It has more in common with King Street than Lennox Street - and the current trend is more and more pressure in that direction. These two little, close to 100 year old cottages, abut and are surrounded by buildings well in excess of 14 m which is to be expected, as their zoning indicates, they are in a town centre. What these proposed changes do is include these two cottages in with the R2 Low Density Residential Zoned area of Lennox street by bringing our HOB down to 9.5 which matches the current Lennox Street HOB. This creates a mapping anomaly because the situation surrounding these two cottages has little in common with the appropriately differently zoned Lennox Street. We cannot see the logic behind this and it does seem to follow the purpose of the planning proposal.</i></p> <p><i>Another purpose of the planning proposal is stated as "to improve communication in the plan". Maybe this has already been addressed with the new council. Poor communication leads us to our next reason for requesting these changes not be applied to number 5 Mary Street Newtown.</i></p> <p><i>We also oppose the changes because we seem to have been unfairly caught up in the unfortunate situation involving the 19 Mary Street DA of 2013 and its immediate neighbours. Looking at the last 3 paragraphs on page 9 Part D Proposed Height of Building Map Amendments, it becomes clear that these changes impacting our property can be traced to the debacle over a proposed development at Number 19 Mary Street in 2013. We were not made aware of this at the time - probably because our</i></p>	<p>The planning proposal includes recommendations to lower the FSR control (from 1.5:1 to 1.2:1) and to lower the HOB control (from 14m to 9.5m) for the properties 1-5 Mary Street, 6 Mary Street, 11-19 Mary Street, 2-8 Lennox Street, the rear lot (Lot 1 DP542155) facing Lennox Street of 259 King Street and 3 Eliza Street, Newtown.</p> <p>The proposed amendment followed a development application (and Land and Environment Court appeal) for the property 19 Mary Street, Newtown which brought into question the appropriateness of the current FSR and HOB standard for properties in the area.</p> <p>The properties form part of the North Kingston Estate Heritage Conservation Area (HCA 11). All other properties in HCA 11 have a 1.2:1 FSR and 9.5m HOB control.</p> <p>The reason for the proposed amendment was to take pressure off inappropriate development occurring on the properties, and to ensure consistency of development controls applying to</p>	<p>The recommendation should proceed.</p>
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		<p><i>property is not in the immediate area. So why is the fallout from this reaching to us? We know all about it now. We are appalled that out of that mess we are now facing these unfair changes to our FSR and HOB. These two little cottages at 3 and 5 Mary Street could never throw up "inappropriate redevelopment" that could adversely affect anyone with the current zoning and LEP restrictions — no need to tighten them further. Current Heritage restrictions are well able to block any "inappropriate development" while maintaining current FSR at 1.5 and HOB at 14m. To apply these changes to these two little cottages seems unfair, unnecessary and irrational and a consequence of a situation that neither the Inner West Council nor ourselves had any input into. We appeal to council not to include our property in these changes — the amenity of the area we inhabit is becoming less and less conducive to the residential necessity of a good night's sleep. Council has had lots of correspondence with regards to the changing amenity of this precinct from us and has in fact brought about some of them such as permitting Mary's Burger and Bar to set up opposite us. Dendy being granted a liquor licence (nothing to do with Council) has been the worst. Clearly this precinct is becoming less residential in tone yet these proposed restrictions presume the opposite. Please leave us the leeway to diversify in order to stay viable and preserve these heritage buildings in good order. Please leave us with our current restrictions.</i></p>	<p>development in the North Kingston Heritage Conservation Area.</p> <p>In light of the above the proposed changes to the controls should proceed.</p>	
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		<p><i>We wish to lodge a submission in relation to the planning proposal referred to as MLEP 2011 (Amendment 4). Height of Building Controls in Mary Street Newtown We welcome the height standard of 9.5 metres for Mary Street Newtown noting that Mary Street is situated within the North Kingston Estate Heritage Conservation Area. While we understand that the height controls would approximate the height of the heritage terraces of 11, 13 and 15 Mary Street, we wish to draw your attention to the difficulties which we have encountered with developer owners of the corner block 19 Mary Street (36 Lennox Street) Newtown and the recent decision of the Land and Environment Court of New South Wales. Our concern is that a developer could lodge a DA within the new height of building controls set for Mary Street but with a design insensitive to the heritage site and which could deprive solar access and acoustic and visual privacy to residents such as ourselves.</i></p> <p><i>In February 2013 owners of the corner block of 19 Mary Street (36 Lennox Street) Newtown lodged a DA for alterations and additions to the existing building for boarding house with ground floor commercial use applying the five storey (14 metres) height of The Dendy Cinema and Telstra buildings to justify the proposal. Community opposition in the form of petitions and submissions protested that the proposal did not meet the guidelines in terms of form and scale and was considered too bulky and high for the narrow corner, was insensitive to the heritage character of the site, deprived solar access permanently to many residents with no respect given to protecting neighbours' acoustic and visual privacy.</i></p> <p><i>The former Marrickville Council considered that the poor design of the proposed shop top housing with its bulk, massing, unacceptable height and FSR controls was not responsive to the character of the local area. Moreover the bulk would adversely impact on the amenity of 17 Mary Street through loss of solar access and further enclosure of the rear courtyard and living areas. Council appealed against the proposal in the Land and Environment Court of New South Wales.</i></p> <p><i>On 7 January 2014 the Land and Environment Court of New South Wales dismissed the appeal by Cracknell & Lonergan Architects V Marrickville Council (2014) NSWLEC 1000 finding the development was not compatible with the character of the local area with special mention made in the Findings that the amenity of 17 Mary Street would be adversely impacted. We note that the building of 19 Mary Street is currently up for sale and that a DA from another owner who wishes to develop that corner</i></p>	<p>For background and reasons for proposed amendments see response to previous submission.</p> <p>The submission is generally in support of the proposed amendments but raises issues with potential adverse impacts of future development on the property 19 Mary Street on their property.</p> <p>Future development on the adjoining property would require a development application to be submitted in the prescribed manner. Potential amenity impacts of any proposed development would be considered as part of the assessment of any development application lodged.</p>	<p>The recommendation should proceed.</p>
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		<p><i>site will be forthcoming. While we welcome the 9.5 height limitation on our street we are concerned that even with the reduced height restrictions it is important that Council consider a DA building design which is responsive to the constraints of the streetscape, the scale of 17 Mary Street as well as the character of the local area. We reiterate that another poorly designed and bulky development proposal even with the proposed height restrictions on the Lennox and Mary Streets corner could deprive our property of solar access and privacy and we request Council to factor in our concerns in any future deliberations.</i></p> <p><i>Amendment to Floor Space FSR Ratio</i> <i>In the revised 1.2:1 FSR ratio for residential buildings we wish to ensure that garbage areas, plant rooms, external circulation, balconies and vertical gardens etc are included in the amended FSR ratio.</i></p> <p><i>We draw your attention to the findings in the decision of Cracknell & Lonergan Architects V Marrickville Council (2014) NSWLEC 1000 where the inclusion of such structures by the developers increased the FSR considerably and provided a false FSR premise during the proceedings.</i></p> <p><i>Rezoning of Certain Land no Longer Required for Public Purposes</i> <i>Public assets are hard won and once sold or leased often at bargain prices, near impossible to reclaim. We would argue that more land is required for public purposes in inner Sydney not less as the heavy use of the crowded space of the lone large great space in Newtown, Camperdown Memorial Park attests. We request that more land be handed over for parklands and structured green spaces for leisure use as we lose more ground at a very rapid rate to high rise density dwellings. We further urge Council that when planning for the present day and future needs of our urban citizens we include a safety net for the growing homeless population and factor in sustainable accommodation options such as affordable housing.</i></p>		
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<p>L- FSR_00 4 (14) and L- HOB_00 4 (08A)</p>	<p>L-FSR_004 (14) That a maximum ("S2 (1.60:1)") FSR control be placed on the properties known as 31 Princes Highway, St Peters and 41- 45 Princes Highway, St Peters and a maximum ("S5 (1.8:1)") FSR control be placed on the property known as 129 Princes Highway, St Peters on Floor Space Ratio Map (FSR_004).</p> <p>HOB_004 (08A) That the height of building control on the Height of Buildings Map (HOB_004) for that part of properties of 31 Princes Highway, St Peters and 41-45 Princes Highway, St Peters identified as "F" on Key Sites Map and for the property 129 Princes Highway, St Peters identified as "G" on Key Sites Map KYS_004, be amended to "S (23.0m)". (HOB_004 (08A)</p>	<p><i>Evolution Property Group Pty Ltd as owners of the subject property we are in support of the proposed changes. Those changes being:</i></p> <ul style="list-style-type: none"> <i>Reinstatement of former FSR for the subject land;</i> <p><i>Reinstatement of former Height limit for the subject land.</i></p>	<p>The submission is in support of the proposed amendments.</p>	<p>The recommendations should proceed.</p>
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L- HOB_00 4 (08)	<p>That the height of building control on the Height of Buildings Map (HOB_004) for the following properties fronting the eastern side of Applebee Street, being the rear of 31 Princes Highway, St Peters; the rear of 41-45 Princes Highway, St Peters; the rear of 51-61 Princes Highway, St Peters; the rear of 63 Princes Highway, St Peters; the rear of 91 Princes Highway, St Peters; 60 Applebee Street, St Peters; 62 Applebee Street, St Peters; 64 Applebee Street, St Peters; 66 Applebee Street, St Peters; 68 Applebee Street, St Peters; 70 Applebee Street, St Peters; 72 Applebee Street, St Peters; 74 Applebee Street, St Peters; 76 Applebee Street, St Peters; and 78 Applebee Street, St Peters; where the</p>	<p><i>I support the proposed reduction in the maximum permitted height on the rear sections of certain properties in the St Peters Triangle Precinct. I hope the reduction will help to lessen the risk of overdevelopment and overshadowing of existing residential properties.</i></p>	<p>The submission is in support of the proposed amendment.</p>	<p>The recommendation should proceed.</p>
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	land is not identified as either "F" or "G" on Key Sites Map KYS_004, be amended to "N (14.0m)".			
L- LRA_00 4 (07)	That the Local Road (B2) reservation on the rear of the property 351 Illawarra Road, Marrickville on Land Reservation Map (LRA_004) be removed.	<i>I object to any future intent to join the laneway behind 351 Illawarra Rd to the laneway being dedicated joining Calvert St. Currently this is a cul de sac servicing the carpark of 351 Illawarra Rd - Residential Apartment Complex. If there is an intent to join up the laneway this will result in a rat run to avoid using Illawarra Road. There is already a rat run from Victoria Rd to Calvert to O'Hara to Byrnes Street to avoid Marrickville and Illawarra Road Traffic which is noisy and congested.</i>	The recommendation relates to a proposal to delete a Local Road reservation off land at the rear of 351 Illawarra Road from the Land Reservation Acquisition Map as the land has already been dedicated to Council and the road constructed. The issues raised in the submission do not relate to the subject recommendation.	The recommendation should proceed.

ATTACHMENT 10 AMENDMENTS TO PLANNING PROPOSAL
TABLE 1: AMENDMENTS TO RECOMMENDATIONS (in part or full)

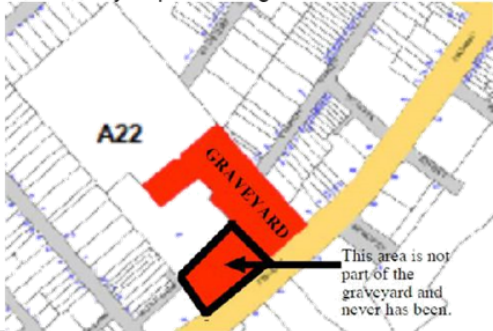
Rec. Ref No.	Current Recommendation	Amended Recommendation
Rec L-2-(03)	<p><i>That the words "Neighbourhood shops" be deleted from the list of prohibited uses in the Land Use Table for the R2 Low Density Residential zone.</i></p> <p>Note: The intent of the above change was to make "neighbourhood shops" a use permissible with consent in the R2 Low Density Residential zone. However part of another proposed recommendation in the planning proposal (Recommendation L-2- (01) which includes the listing of "retail premises" in Part 4 Prohibited in the Land Use Table for the zone) would have the effect of prohibiting "neighbourhood shops" in the zone.</p>	<p>That "Neighbourhood shops" be added to the list of uses in Part 3 "Permitted with consent" of the Land Use Table for the R2 Low Density Residential zone and the term "Neighbourhood shops" deleted from the list of uses in Part 4 "Prohibited" in the Land Use Table for the zone.</p>
Rec L-6.9	<p><i>That Clause 6.9 of MLEP 2011 be amended to read as follows:</i></p> <p>6.9 Converting industrial or warehouse buildings to multi dwelling housing, office premises or residential flat buildings in residential zones</p> <p>(1) The objective of this clause is to provide matters for consideration in the assessment of applications relating to developments permitted under Parts 23, 24 and 25 of Schedule 1 of this Plan for multi dwelling housing, office premises and residential flat buildings in residential zones where they are part of an adaptive reuse of existing industrial buildings or warehouse buildings.</p> <p>(2) In determining whether to grant development consent for developments permitted under Parts 23, 24 and 25 of Schedule 1 of this Plan, the consent authority must consider the following:</p> <p>(a) the impact of the development on the scale and streetscape of the surrounding locality,</p> <p>(b) the suitability of the building for adaptive reuse,</p> <p>(c) the degree of modification of the footprint and facade of the building.</p>	<p><i>That Clause 6.9 of MLEP 2011 be amended to read as follows:</i></p> <p>6.9 Converting industrial or warehouse buildings to multi dwelling housing, office premises or residential flat buildings in residential zones</p> <p>(1) The objective of this clause is to permit multi dwelling housing, office premises and residential flat buildings in residential zones where they are part of an adaptive reuse of existing industrial buildings or warehouse buildings.</p> <p>(2) This clause applies to a building that was lawfully designed and constructed for an industrial or warehouse purpose that was erected before the commencement of this Plan, on land in the following zones:</p> <p>(a) Zone R1 General Residential,</p> <p>(b) Zone R2 Low Density Residential,</p> <p>(c) Zone R3 Medium Density Residential,</p>

		<p>(d) Zone R4 High Density Residential.</p> <p>(2A) Despite any other provision of this Plan, development consent for the purpose of office premises is permitted with consent for the use of a building to which this clause applies.</p> <p>(2B) Despite any other provision of this Plan, development consent for the purpose of multi dwelling housing is permitted with consent for the use of a building to which this clause applies if the building is on land in Zone R2 Low Density Residential.</p> <p>(2C) Despite any other provision of this Plan, development consent for the purpose of residential flat buildings is permitted with consent for the use of a building to which this clause applies if the building is on land in Zone R2 Low Density Residential or Zone R3 Medium Density Residential.</p> <p>(3) In determining whether to grant development consent under this clause, the consent authority must consider the following:</p> <p>(a) the impact of the development on the scale and streetscape of the surrounding locality,</p> <p>(b) the suitability of the building for adaptive reuse,</p> <p>(c) the degree of modification of the footprint and facade of the building.</p> <p>(4) Despite clause 4.3 (2) or 4.4, development carried out under this clause is not subject to any height or floor space ratio limits</p>
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		shown for the land on the Height of Buildings Map or the Floor Space Ratio Map.
Rec L-6.10	<p><i>That Clause 6.10 of MLEP 2011 be amended to read as follows:</i></p> <p>6.10 Use of existing non-residential buildings in residential zones</p> <p>(1) The objective of this clause is to provide matters for consideration in the assessment of applications relating to developments permitted under Part 26 of Schedule 1 of this Plan for office premises, shops, restaurants or cafes or take away food and drink premises.</p> <p>(2) Development consent must not be granted to development for the purposes of office premises, shops, restaurants or cafes or take away food and drink premises permitted under Part 26 of Schedule 1 of this Plan applies unless the consent authority has considered the following:</p> <p>(a) the impact of the development on the amenity of the surrounding locality,</p> <p>(b) the suitability of the building for adaptive reuse,</p> <p>(c) the degree of modification of the footprint and facade of the building.</p>	<p><i>That Clause 6.10 of MLEP 2011 be amended to read as follows:</i></p> <p>6.10 Use of existing non-residential buildings in residential zones</p> <p>(1) The objective of this clause is to permit the reuse of buildings for certain non-residential purposes in residential zones.</p> <p>(2) This clause applies to a building that was lawfully designed and constructed for the purpose of a shop that was erected before the commencement of this Plan, on land in the following zones:</p> <p>(a) Zone R1 General Residential,</p> <p>(b) Zone R2 Low Density Residential,</p> <p>(c) Zone R3 Medium Density Residential,</p> <p>(d) Zone R4 High Density Residential.</p> <p>(3) Despite any other provision of this Plan, development consent for the purpose of office premises, shops, restaurants or cafes or take away food and drink premises is permitted with consent for the use of a building to which this clause applies.</p> <p>(4) Development consent must not be granted to development for the purpose of office premises, shops, restaurants or cafes or take away food and drink premises for the use of a building to which this clause applies unless the consent authority has considered the following:</p> <p>(i) the impact of the</p>

		<p>development on the amenity of the surrounding locality,</p> <p>(ii) the suitability of the building for adaptive reuse,</p> <p>(iii) the degree of modification of the footprint and facade of the building.</p>
Rec L-6.11 (01)	<p><i>That Clause 6.11 of MLEP 2011 be amended to read as follows:</i></p> <p>6.11 Use of dwelling houses in business and industrial zones</p> <p>(1) The objective of this clause is to provide matters for consideration in the assessment of applications relating to developments permitted under Part 27 of Schedule 1 of this Plan for dwelling houses.</p> <p>(2) Development consent must not be granted to development for the purpose of a dwelling house permitted under Part 27 of Schedule 1 of this Plan applies unless the consent authority is satisfied that the building will offer satisfactory residential amenity.</p>	<p><i>That Clause 6.11 of MLEP 2011 be amended to read as follows:</i></p> <p>6.11 Use of dwelling houses in business and industrial zones</p> <p>(1) The objective of this clause is to provide for the use of purpose built dwelling houses in business and industrial zones, for residential purposes, under particular circumstances.</p> <p>(2) This clause applies to a building that was lawfully designed and constructed for the purpose of a dwelling house that was erected before the commencement of this Plan, on land in the following zones:</p> <p>(a) Zone B1 Neighbourhood Centre,</p> <p>(b) Zone B4 Mixed Use,</p> <p>(c) Zone B5 Business Development,</p> <p>(d) Zone B6 Enterprise Corridor,</p> <p>(e) Zone B7 Business Park,</p> <p>(f) Zone IN1 General Industrial,</p> <p>(g) Zone IN2 Light Industrial.</p> <p>(3) Despite any other provision of this Plan development consent for the purpose of a dwelling house is permitted with consent for a building to which this clause.</p> <p>(4) Development consent must not be granted to</p>

		development for the purpose of a dwelling house to a building to which this clause applies unless the consent authority is satisfied that the development will offer satisfactory residential amenity.
Rec L-6.15	<p><i>That Clause 6.15 of MLEP 2011 be amended by the addition of the following subclause:</i></p> <p>(2A) This clause also applies to the following land that is described or referred to in Schedule 1:</p> <ul style="list-style-type: none"> a) 2 Use of certain land at Old Canterbury Road, Lewisham, b) 2A Use of certain land at 776-798 Parramatta Road, Lewisham, c) 3 Use of certain land at Addison Road, Marrickville, d) 12 Use of certain land at 76 Wilford Street, Newtown, and e) 15 Use of certain land at St Peters. <p><u>Note:</u> The above recommendation needs to change following the amendments made by the Department to a planning proposal to protect employment lands by limiting residential development in the B7 Business Park zone and on certain other business zoned land in MLEP 2011. That amendment, known as MLEP 2011 (Amendment No. 9) was gazetted on 2 June 2017. As part of that amendment the property 76 Wilford Street, Newtown (Section 12 of Schedule 1) and land identified as "E" and "F" on the Key Sites Map (Section 15 (2) (a) and (b) respectively of Schedule 1) were deleted from <i>Schedule 1 Additional permitted uses</i> of MLEP 2011.</p> <p>The objective of Clause 6.15 Location of boarding houses in business zones <i>"is to control the location of boarding houses in business zones"</i>. Development for the purposes of boarding houses is permitted with consent under the zoning provisions applying to the property 76 Wilford Street and the land identified as "E" and "F" on the Key Sites Map under MLEP 2011. The subject lands are in business zones.</p> <p>The originally proposed wording in the additional subclause needs to be amended to reflect the deletion of 76 Wilford Street and land identified as "E" and "F" on the Key Sites</p>	<p><i>That Clause 6.15 of MLEP 2011 be amended by the addition of the following subclause:</i></p> <p>(2A) This clause also applies to the following land:</p> <ul style="list-style-type: none"> (a) Land described or referred to in Schedule 1: <ul style="list-style-type: none"> i. 2 Use of certain land at Old Canterbury Road, Lewisham, ii. 2A Use of certain land at 776-798 Parramatta Road, Lewisham, iii. 3 Use of certain land at Addison Road, Marrickville, and iv. 15 Use of certain land at St Peters (b) Land at St Peters: <ul style="list-style-type: none"> i. Land identified as "E" on the Key Sites Map, and ii. Land identified as "F" on the Key Sites Map (c) Land at 76 Wilford Street, Newtown, being Lot 1, DP 617685.

	Map from Schedule 1.	
L-Sch5- Part 3 (01)	<p>That a new section titled "Part 3 Archaeological sites" be inserted in Schedule 5 of MLEP 2011 listing the archaeological sites in accordance with the details in the following Table:</p>	
	<p>i. Stanmore House Archaeological site A07</p> <p><u>Notes</u> Stanmore House and is identified as a heritage item of State significance under MLEP 2011.</p> <p>The State Heritage Register states (in part) that "Stanmore House is of State heritage significance for its associations with Mary Reibey a noted emancipist entrepreneur and the Long Innes family."</p> <p>The historical significance of Stanmore House is listed as follows: "Stanmore House is the last of the large suburban villas remaining in Newtown/Enmore from the period preceding the railway line, after which the suburb changed dramatically. The house has the ability to demonstrate the conscious attempts of the rich merchant class to recreate the marriage of architecture with landscape of the English Picturesque movement. Stanmore House is the last vestige of that era in Newtown and has unique social value in its ability to demonstrate a way of life."</p> <p>The property description on the State Register is Lots 50, 51 and 52 DP 3605.</p> <p>The property description specified for the archaeological site in the planning proposal is incorrect and should be amended to be in accordance with the property description on the State Heritage Register.</p>	<p>The description for the archaeological site in Schedule 5 Part 3 of MLEP 2011 in the Table should be amended to read: Stanmore House Archaeological site; 88-92 Enmore Road, Newtown; Lots 50, 51 and 52 DP 3605; local (significance); Item No A07.</p>
	<p>ii. St Peters Church of England Cemetery Archaeological site A22</p> <p><u>Notes</u> The cemetery is classified as an archaeological site by State Heritage. The Inventory Sheet for the site in the planning proposal included a planning map that was incorrect. It does not extend across the front of the whole property, only the area north of the driveway as per the diagram below.</p> 	<p>That the area identified as the proposed archaeological site Archaeological Site Item No. A22 St Peters Church of England Cemetery be amended to relate to the area on the eastern side of the driveway as shown on the diagram.</p>
	<p>iii. Gannon's Inn Archaeological site A32</p> <p><u>Notes</u></p>	<p>That the property 779 Princes Highway, St Peters (Lot 1 DP 1116622) be excluded from the Gannon's Inn</p>

<p>The proposed archaeological site includes part of the property 779 Princes Highway, St Peters, being the former properties 775 and 777 Princes Highway.</p> <p>Approval was granted by Determination No. 200600122, dated 2 August 2006, to demolish the existing service station sales building and two dwelling houses (No. 775 and 777 Princes Highway) and erect a new sales building and car wash facility, install an underground LPG tank and carry out associated works and continue to use the premises as a service station.</p> <p>The proposed development involved a significant amount of excavation work (because of the level difference between the existing service station and the two former residential properties, excavation work to install underground fuel tanks).</p> <p>In light of the above and the extent of excavation works carried out it is considered reasonable to exclude the subject property from the proposed archaeological listing.</p>	<p>Archaeological Site (Item No. A32).</p>
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TABLE 2: RECOMMENDATIONS NOT PROCEEDING/OR DEFERRED

Rec. Ref No.	Current Recommendation	Reason for not proceeding
Rec L-2-(06)	That "Turf farming" be deleted from Part 2 Prohibited of the Land Use Table for the B7 Business Park zone.	<p>"Turf farming" is a type of "intensive plant agriculture" under the definitions contained within the Standard Instrument. MLEP 2011 and Leichhardt Local Environmental Plan 2013 (LLEP 2013) both include land zoned B7 Business Park (Ashfield Local Environmental Plan 2013 does not include any land zoned B7 Business Park).</p> <p>MLEP 2011 and LLEP 2013 are inconsistent concerning the permissibility of types of "intensive plant agriculture" within the B7 Business Park zone.</p> <p>The issue of the permissibility of types of "intensive plant agriculture" in the zone is being investigated as part of the Inner West LEP harmonisation process.</p>
Rec L-Sch1-23-27	That a number of additional matters be inserted in Schedule 1 Additional permitted uses of MLEP 2011	The subject recommendation formed part of changes to address the issue relating to the listing of certain uses in the LEP Land Use Tables as "Permitted with consent" when those uses are only permitted in specific circumstances via separate clauses in the LEP, using the approach suggested by the Department of Planning and Environment of transferring those uses permitted in specific circumstances into Schedule 1 –

		<p>Additional permitted uses of the LEP.</p> <p>As detailed earlier in this report a different approach is now included in the planning proposal to address the issue.</p>
<p>Rec L- LZN_ALL (01a) (In so far that it relates to land reserved SP2 Classified Road)</p>	<p><i>That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property.</i></p>	<p>The above recommendation was primarily in response to a request from Roads and Maritime Services that all land reserved for acquisition for classified road purposes on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property.</p> <p>As detailed earlier in this report correspondence, dated 14 December 2018, from RMS states (in part):</p> <p><i>"Roads and Maritime is not currently in a position to support any relinquishment of the existing SP2 classified road reservations and requests that the Campbell Street corridor reservation matters are deferred from Marrickville LEP Amendment No. 4, until such time that the abovementioned investigations have been completed. Roads and Maritime is willing to work with Council to revisit these matters as part of the forthcoming comprehensive LEP amendments."</i></p> <p>In light of the comments from RMS it is considered that the recommendation in so far as it relates to the rezoning of land reserved for acquisition SP2 Classified Road on the Land Reservation Acquisition Maps should be deferred from the current planning proposal.</p> <p>The matter should be revisited as part of the preparation of the environmental planning instrument for the Inner West LGA.</p>
<p>Rec L- LZN_ALL (01b) (In so far that it relates to land reserved SP2 Local Road for the properties in James Street,</p>	<p><i>That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property.</i></p>	<p>There is now no real need for James Street to be widened. The widening of the road, as originally proposed, would result in no appreciable public benefit and would result in substantial costs to Council and would be to the detriment of residents in the area and to the community. In light of the above, it is recommended that Council abandon the previously proposed widening of James Street.</p>

Enmore)		
Rec L-LZN_ALL (01c) (In so far that it relates to land reserved SP2 Local Road for the properties 735-751 New Canterbury Road and 2 Kroombit Street, Dulwich Hill)	<i>That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property.</i>	The recently approved and constructed development on the property 743-745 New Canterbury Road, Dulwich Hill effectively prevents the construction of a laneway to extend Kroombit Lane to connect with Clargo Street. As detailed in the assessment report alternate means of vehicular access could be provided when the remaining properties along this section of New Canterbury Road are redeveloped. In light of the above it is considered that the reservation originally proposed to facilitate the extension of Kroombit Lane to connect with Clargo Street should be abandoned. (refer to discussion in Attachment 6)
Rec L-LZN_003 (11)	<i>That the properties 5 Bridge Road, 29 Bridge Road, 31-41 Bridge Road and 43-53 Bridge Road, Stanmore on Land Zoning Map (LZN-003) be rezoned "B5 Business Development".</i>	In light of the issues raised in the submission from Council's Planning Operation Section (refer to Attachment 8) the recommendations relating to properties on the eastern side of Bridge Road, Stanmore should be deferred from the current Planning Proposal.
Rec L-LZN_003 (19)	<i>That a zoning notation of "R2" be added on Land Zoning Map (LZN_003) for the properties 12-22 Gordon Street; 8-14, 38-52, 29-33 and 49-57 West Street; 40-50 and 41-53 Hunter Street; and 2-8 The Boulevarde, Petersham.</i>	That amendment was made as part of MLEP 2011 (Amendment No. 14).
Rec L-LZN_003 (20)	<i>That a zoning notation of "B2" be added on Land Zoning Map (LZN_003) for the land on the northern side of Enmore Road (1-213 Enmore Road) and the properties 1-7 Stanmore Road, Enmore.</i>	That amendment was made as part of MLEP 2011 (Amendment No. 14).
Rec L-LZN_004 (20)	<i>That a notation of "IN1" be added to Land Zoning Map (LZN_004) for the land within the street block bounded by Sydenham Road, Railway Parade, Marrickville Road and Buckley Street, Marrickville.</i>	That amendment was made as part of MLEP 2011 (Amendment No. 14).
Rec L-LZN_004 (21)	<i>That a zoning notation of "B6" be added on Land Zoning Map (LZN_004) for the properties 161-183 Princes Highway, St Peters.</i>	That amendment was made as part of MLEP 2011 (Amendment No. 14).
Rec L-LZN_004 (22)	<i>That a zoning notation of "IN1" be added on Land Zoning Map (LZN_004) for the properties 500 Princes Highway and 1-4 Bellevue Street, St Peters.</i>	That amendment was made as part of MLEP 2011 (Amendment No. 14).
Rec L-FSR_003 (16)	<i>That the floor space ratio control for the properties 5 Bridge Road, 29 Bridge Road, 31-41 Bridge Road and 43-53 Bridge Road, Stanmore be amended to "T1 (2.00:1)".</i>	In light of the issues raised in the submission from Council's Planning Operation Section (refer to Attachment 8) the recommendations relating to properties on the eastern side of Bridge Road, Stanmore should be deferred

Rec L-HOB_003 (14)	<i>That a maximum 14 metre ("N" 14.0m) height control be placed on the properties 5 Bridge Road, 29 Bridge Road, 31-41 Bridge Road and 43-53 Bridge Road, Stanmore.</i>	from the current Planning Proposal. In light of the issues raised in the submission from Council's Planning Operation Section (refer to Attachment 8) the recommendations relating to properties on the eastern side of Bridge Road, Stanmore should be deferred from the current Planning Proposal.
Rec L-HOB_003 (19)	<i>That a label of "J" be added to the Height of Buildings Map (HOB_003) for the properties 94A-114 Pile Street and 89-101 Livingstone Road, Marrickville.</i>	That amendment was made as part of MLEP 2011 (Amendment No. 14).
Rec L-HOB_003 (20)	<i>That a label of "J" be added to the Height of Buildings Map (HOB_003) for the properties 2-10 Morgan Street and 51-53 Livingstone Road, Petersham.</i>	That amendment was made as part of MLEP 2011 (Amendment No. 7).

TABLE 3: ADDITIONAL RECOMMENDATIONS (Consequential/or to address errors/inconsistencies)

New Rec Ref No.	Comments	Reason for additional recommendation
Rec L-Sch1-6 That the listing in Schedule 1 Use of certain land at 51 Garners Avenue, Marrickville be deleted.	Part 6 Use of certain land at 51 Garners Avenue, Marrickville Item 6 Schedule 1 relates to additional permitted development for the property 51 Garners Avenue, Marrickville. Under the Schedule " <i>Development for the purpose of a medical centre is permitted with consent</i> " on the subject land.	The property 51 Garners Avenue, Marrickville is zoned R2 Low Density Residential under Marrickville Local Environmental Plan 2011. Development for the purposes of a "medical centre" is permitted with consent under the Land Use Table for the R2 Low Density Residential zone. Consequently the additional use listing in Schedule 1 for the property is superfluous.
Rec L-Sch. 5 Part 1 (14) That the name of the heritage listing of 187 Parramatta Road, Camperdown (Heritage Item No. I6) in Part 1 of Schedule 5 of MLEP 2011 be amended to read " <i>Federation warehouse, including interiors</i> ".	187 Parramatta Road, Camperdown (Item I6) The listing of the heritage item in Schedule 5 of MLEP 2011 lists the name of the item as " <i>Federation, including interiors</i> ". The word "warehouse" has inadvertently been left out of the item name. It is noted that the Heritage Council's database lists the statement of significance of the item " <i>This warehouse building is of historical significance</i> ". The item name should be corrected to include "warehouse".	To address an obvious omission.

<p>Rec L-Sch. 5 Part 1 (15) That the address of the heritage listing of 1 Shepherd Street, Marrickville (Heritage Item No. I350) in Part 1 of Schedule 5 of MLEP 2011 be amended to read "1 Shepherd Street".</p>	<p><u>1 Shepherd Street, Marrickville (Item I350)</u> The listing of the heritage item in Schedule 5 of MLEP 2011 lists the address of the property as "1 Sheperd Street". The street name is incorrectly spelt. The street name should be corrected to read Shepherd Street.</p>	<p>To rectify a spelling mistake.</p>
<p>Rec L-Sch. 5 Part 1 (16) That the name of the heritage listing of 2 and 4 Railway Street, Petersham (Heritage Item No. I212) in Part 1 of Schedule 5 of MLEP 2011 be amended to read "<i>Pair of Victorian villas – "Glenthorn" and "Glenrock", including interiors</i>".</p>	<p><u>2 and 4 Railway Street, Petersham (Item I212)</u> The listing of the heritage item in Schedule 5 of MLEP 2011 lists the name of the item as "<i>Pair of Victorian villas – "Glenthorn", including interiors</i>". The pair of Victorian villas are known as "Glenrock" (2 Railway Street) and "Glenthorn" (4 Railway Street). The former environmental planning instrument, Marrickville Local Environmental Plan 2001 listed the villas as "Glenthorn" and "Glenrock". The name of the second villa was inadvertently omitted from the Schedule 5 listing in MLEP 2011.</p>	<p>To insert missing text.</p>
<p>Rec L-Sch. 5 Part 1 (17) That the item name and the significance listing of the heritage listing of 37 Cavendish Street,</p>	<p><u>37 Cavendish Street, Stanmore (Item No. I241)</u> The above property is listed as a heritage item of local significance under MLEP 2011. Schedule 5. The item name is "<i>Victorian italianate style villa – "Carfield", including interiors</i>". The property has recently been listed on the State Heritage Register (SHR No. 01964). The item is listed as "<i>Aboriginal Education Consultative</i>"</p>	<p>To update the heritage listing of the property to reflect its recent state listing.</p>

<p><i>Stanmore (Heritage Item No. 1241) in Part 1 of Schedule 5 of MLEP 2011 be amended to read:</i> <i>"Aboriginal Education Consultative Group Office and Records, Victorian Italianate style villa – "Carfield", including interiors" and "State" respectively.</i></p>	<p><i>Group Office and Records" on the State Heritage Register.</i></p> <p>The listing of the item in Schedule 5 of MLEP 2011 should be amended to reflect the State heritage listing. It is considered that an amendment of such nature would <i>"address matters in the principal instrument that are of a consequential, transitional, machinery or other minor nature"</i>.</p>	
<p>Rec L-FSR_001 (07) That the area (shown on the Land Reservation Acquisition Map reserved for Local Road recommend ed to be removed {refer to recommend ation L-LRA_001 (01)}) of the properties 735-751 New Canterbury Road, Dulwich Hill be labelled "S4" (1.75:1) and the property 2 Kroombit Street, Dulwich Hill be identified with a thick red line and labelled "F" (0.6:1) on the Floor</p>	<p><u>735-751 New Canterbury Road and 2 Kroombit Street, Dulwich Hill</u> Following the decision not to proceed with the rezoning of a section of the properties SP2 Local Road (refer to revised recommendation LZN_ALL (01c)) a floor space ratio control needs to be imposed on the subject section of the land.</p>	<p>As per comments relating to the matter.</p>

Space Ratio Map (FSR_001) to be in accordance with the FSR control that applies to the remainder of the property.		
Rec L-FSR_003 (23) That the front of the properties 5-25 and 29-31A James Street, Enmore be identified with a thick red line and labelled "F" (0.6:1) on the Floor Space Ratio Map (FSR_003) to be in accordance with the FSR control that applies to the remainder of the property.	<u>5-25 and 29-31A James Street, Enmore</u> Following the decision not to proceed with the rezoning of a section of the properties SP2 Local Road (refer to revised recommendation LZN_ALL (01b)) a floor space ratio control needs to be imposed on the subject section of land.	As per comments relating to the matter.
Rec L-FSR_003 (24) That the maximum ("S1 (1.5:1)") FSR control over that part of the rear of the properties 47-57 Enmore Road, Newtown reserved Local Road on the Land	<u>47-57 Enmore Road, Newtown</u> To be consistent with other properties that have a SP2 Local Road Reservation (including the adjoining property 59 Enmore Road) the FSR Map for the property should exclude a FSR control for that part of the property that is reserved.	As per comments relating to the matter.

Reservation Acquisition Map (LRA_003) be deleted.		
Rec L-FSR_003 (25) That the residential zoned properties in the street block bounded by Stanmore Road, Merton Street, Aubrey Street, Cavendish Street and Holt Street, Stanmore be identified with a thick red line on the Floor Space Ratio Map (FSR_003).	<u>Residential zoned properties in the street block bounded by Stanmore Road, Merton Street, Aubrey Street, Cavendish Street and Holt Street, Stanmore</u> The above residential zoned properties were identified with a thick red line and labelled "F" on the Floor Space Ratio Map (FSR_003) when MLEP 2011 was gazetted on 12 December 2011. The thick red line around the subjected properties was inadvertently deleted as part of MLEP 2011 (Amendment No. 7) which was gazetted on 26 May 2017. The thick red line around the subject properties should be reinstated on Floor Space Ratio Map.	To reinstate a previous control to the properties that was inadvertently deleted.
Rec L-FSR_004 (21) That the floor space ratio control on the Floor Space Ratio Map (FSR_004) for Rolfe Lane (at the rear of the properties 47-77 Grove Street and 60-94 Alfred Street, St Peters) be deleted.	<u>Rolfe Lane, St Peters (at the rear of the properties 47-77 Grove Street and 60-94 Alfred Street, St Peters)</u> Rolfe Lane at the rear of the properties is labelled "F" on the Floor Space Ratio Map. No floor space ratio should apply to the road.	To address an error/inconsistency.
Rec L-FSR_004 (22) That the floor space ratio control on the Floor	<u>Daburi Lane, St Peters (between May Street and Hutchinson Street, St Peters)</u> Daburi Lane is labelled "S1" on the Floor Space Ratio Map. No floor space ratio should apply to the road.	To address an error/inconsistency.

Space Ratio Map (FSR_004) for Daburi Lane be deleted.		
Rec L-FSR_004 (23) That the floor space ratio control on the road reserve adjacent to the property 1-29 Princes Highway, St Peters on the Floor Space Ratio Map (FSR_004) be deleted.	<u>Road reserve adjacent to the property 1-29 Princes Highway, St Peters</u> Part of the property 1-29 Princes Highway, St Peters was dedicated for road purposes as part of the redevelopment of that property. The Floor Space Ratio Map includes a floor space ratio control on the dedicated area. No floor space ratio should apply to the road.	To address an error/inconsistency.
Rec L-HOB_001 (06) That the area (shown on the Land Reservation Acquisition Map reserved for Local Road recommend ed to be removed {refer to recommendation L-LRA_001 (01)}) of the properties 735-751 New Canterbury Road, Dulwich Hill be labelled "N" (14m) and the property 2 Kroombit Street, Dulwich Hill be labelled "J" (9.5m)	<u>735-751 New Canterbury Road and 2 Kroombit Street, Dulwich Hill</u> Following the decision not to proceed with the rezoning of a section of the properties SP2 Local Road (refer to revised recommendation LZN_ALL (01c)) a height of building control needs to be imposed on the subject section of land.	As per comments relating to the matter.

on the Height of Buildings Map (HOB_001) to be in accordance with the HOB control that applies to the remainder of the property.		
Rec L-HOB_003 (21) That the front of the properties 5-25 and 29-31A James Street, Enmore be labelled "N" (14m) on the Height of Buildings Map (HOB_003) to be in accordance with the HOB control that applies to the remainder of the property.	<u>5-25 and 29-31A James Street, Enmore</u> Following the decision not to proceed with the rezoning of the front section of the properties SP2 Local Road (refer to revised recommendation LZN_ALL (01b)) a height of building control needs to be imposed on the subject section of land.	As per comments relating to the matter.
Rec L-HOB_003 (22) That the maximum "N (14m)" HOB control over that part of the rear of the properties 47-57 Enmore Road, Newtown reserved Local Road on the Land Reservation Acquisition	<u>47-57 Enmore Road, Newtown</u> To be consistent with other properties that have a SP2 Local Road Reservation (including the adjoining property 59 Enmore Road) the HOB Map for the property should exclude a HOB control for that part of the property that is reserved.	As per comments relating to the matter.

Map (LRA_003) be deleted.		
Rec L-HOB_004 (17) That the height of building control on the Height of Buildings Map (HOB_004) for Rolfe Lane (at the rear of the properties 47-77 Grove Street and 60-94 Alfred Street, St Peters) be deleted.	<u>Rolfe Lane, St Peters (at the rear of the properties 47-77 Grove Street and 60-94 Alfred Street, St Peters)</u> Rolfe Lane at the rear of the properties is labelled "J" on the Height of Buildings Map. No height of building control should apply to the road.	To address an error/inconsistency.
Rec L-HOB_004 (18) That the height of building control on the Height of Buildings Map (HOB_004) for Daburi Lane be deleted.	<u>Daburi Lane, St Peters (between May Street and Hutchinson Street, St Peters)</u> Daburi Lane is labelled "P" and "N" on the Height of Buildings Map. No height of building control should apply to the road.	To address an error/inconsistency.
Rec L-HOB_004 (19) That the height of building control on the Height of Buildings Map (HOB_004) on the road reserve adjacent to the property 1-29 Princes Highway, St Peters on the Floor Space Ratio	<u>Road reserve adjacent to the property 1-29 Princes Highway, St Peters</u> Part of the property 1-29 Princes Highway, St Peters was dedicated for road purposes as part of the redevelopment of that property. The Height of Buildings Map includes a height of building control on the dedicated area. No height of building control should apply to the road.	To address an error/inconsistency.

Map (FSR_004) be deleted.		
Rec L-LRA_001 (01) That the Local Road reservation on the properties 735-751 New Canterbury Road and 2 Kroombit Street, Dulwich Hill on Land Reservation Acquisition Map (LRA_001) be removed.	<u>735-751 New Canterbury Road and 2 Kroombit Street, Dulwich Hill</u> Following the decision not to proceed with the recommendation " L-LZN_ALL (01) That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property" in so far that it relates to land reserved SP2 Local Road for the properties (refer to revised recommendation LZN_ALL (01c)) the local road reservation on those properties shown on the Land Reservation Acquisition Map should be removed.	As per comments relating to the matter.
Rec L-LRA_003 (03) That the Local Road reservation on the properties 5-25 and 29-31A James Street, Enmore on Land Reservation Acquisition Map (LRA_003) be removed.	<u>5-25 and 29-31A James Street, Enmore</u> Following the decision not to proceed with the recommendation " L-LZN_ALL (01) That all land reserved for acquisition on the Land Reservation Acquisition Maps (LRA Maps) be zoned commensurately on the Land Zoning Map for that property" in so far that it relates to land reserved SP2 Local Road for the properties in James Street, Enmore (refer to revised recommendation LZN_ALL (01b)) the local road reservation on those properties shown on the Land Reservation Acquisition Map should be removed.	As per comments relating to the matter.
Rec _003 Series Maps L- LRA_003, L- HER_003, L-ASS_003 and L- NRB_003 That the name of the lane between	<u>"Fowler Lane, Camperdown (between 16-18 Gibbens Street and 41 Australia Street/63 Fowler Street)</u>	The subject lane on a number of maps is incorrectly labelled "Tooth Lane" instead of Fowler Lane. The lane should be correctly named Fowler Lane. (It is noted that the name of the subject lane is correctly labelled on the remaining _003 series maps in MLEP 2011).

<p>16-18 Gibbens Street and 41 Australia Street/63 Fowler Street, Camperdown, labelled "Tooth Lane" on the following maps L-LRA_003, L-HER_003, L-ASS_003 and L-NRB_003 be corrected to read Fowler Lane.</p>		
<p>Rec L-HER_003 (02) That the distinctive colouring, with black edging with the heritage reference number "1214" for the property 25 Railway Street, Petersham on Heritage Map (HER_003) be deleted.</p>	<p><u>25 Railway Street, Petersham</u> The subject property was proposed as a heritage item (Brooklyn – Victorian Italianate style villa Item No. 1214) in draft Marrickville Local Environmental Plan 2010.</p> <p>A submission was received objecting to the proposed listing of the property as a heritage item. As part of the post exhibition report on the planning proposal Marrickville Council resolved not to proceed with the listing of the subject property. The proposed listing of the property in Part 1 of Schedule 5 Environmental heritage was deleted. However the property was not deleted from the respective Heritage Map. The subject property is identified as heritage item No. 1214 on Heritage Map HER_003. That identification is an obvious mapping error.</p>	<p>To address a mapping error.</p>



Draft Code of Meeting Practice

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1 INTRODUCTION

This Code of Meeting Practice is based on the Model Code of Meeting Practice for Local Councils in NSW (the Model Meeting Code) released in November 2018 and made under section 360 of the Local Government Act 1993 (the Act) and the Local Government (General) Regulation 2005 (the Regulation).

This code applies to all meetings of councils and committees of councils of which all the members are councillors (committees of council). Council committees whose members include persons other than councillors may adopt their own rules for meetings unless the council determines otherwise.

A council and a committee of the council of which all the members are councillors must conduct its meetings in accordance with the code of meeting practice adopted by the council.

2 MEETING PRINCIPLES

2.1 Council and committee meetings should be:

Transparent:	Decisions are made in a way that is open and accountable.
Informed:	Decisions are made based on relevant, quality information.
Inclusive:	Decisions respect the diverse needs and interests of the local community.
Principled:	Decisions are informed by the principles prescribed under Chapter 3 of the Act.
Trusted:	The community has confidence that councillors and staff act ethically and make decisions in the interests of the whole community.
Respectful:	Councillors, staff and meeting attendees treat each other with respect.
Effective:	Meetings are well organised, effectively run and skilfully chaired.
Orderly:	Councillors, staff and meeting attendees behave in a way that contributes to the orderly conduct of the meeting.

3 BEFORE THE MEETING

Timing of ordinary council meetings

3.1 Ordinary meetings of the council will be held on the following occasions: at 6.30pm on the 2nd and 4th Tuesdays of each month except for January and 2nd Tuesday in July when the Council is in recess and Council only meets on 2nd Tuesday in December. Council Meetings will be held in the Council Chamber at the Ashfield Service Centre.

Note: Under section 365 of the Act, councils are required to meet at least ten (10) times each year, each time in a different month unless the Minister for Local Government has approved a reduction in the number of times that a council is required to meet each year under section 365A.

Extraordinary meetings

3.2 If the mayor receives a request in writing, signed by at least two (2) councillors, the mayor must call an extraordinary meeting of the council to be held as soon as practicable, but in any event, no more than fourteen (14) days after receipt of the request. The mayor can be one of the two councillors requesting the meeting.

Note: Clause 3.2 reflects section 366 of the Act.

3.2a The General Manager may call an Extraordinary Meeting of Council for any specific purpose.

Notice to the public of council meetings

3.3 The council must give notice to the public of the time, date and place of each of its meetings, including extraordinary meetings and of each meeting of committees of the council.

Note: Clause 3.3 reflects section 9(1) of the Act.

3.4 For the purposes of clause 3.3, notice of a meeting of the council and of a committee of council is to be published before the meeting takes place. The notice must be published on the council's website, and in such other manner that the council is satisfied is likely to bring notice of the meeting to the attention of as many people as possible.

3.5 For the purposes of clause 3.4, notice of more than one (1) meeting may be given in the same notice.

Notice to councillors of ordinary council meetings

3.6 The general manager must send to each councillor, at least three (3) days before each meeting of the council, a notice specifying the time, date and place at which the meeting is to be held, and the business proposed to be considered at the meeting.

Note: Clause 3.6 reflects section 367(1) of the Act.

3.7 The notice and the agenda for, and the business papers relating to, the meeting may be given to councillors in electronic form, but only if all councillors have facilities to access the notice, agenda and

business papers in that form.

Note: Clause 3.7 reflects section 367(3) of the Act.

Notice to councillors of extraordinary meetings

3.8 Notice of less than three (3) days may be given to councillors of an extraordinary meeting of the council in cases of emergency.

Note: Clause 3.8 reflects section 367(2) of the Act.

Giving notice of business to be considered at council meetings

3.9 A councillor may give notice of any business they wish to be considered by the council at its next ordinary meeting by way of a notice of motion. To be included on the agenda of the meeting, the notice of motion must be in writing and must be submitted by 10am on the Monday prior to the next ordinary Meeting. If a public holidays falls on this Monday then the deadline is extended to 10am on the Tuesday prior to the next ordinary Meeting.

3.10 A councillor may, in writing to the general manager, request the withdrawal of a notice of motion submitted by them prior to its inclusion in the agenda and business paper for the meeting at which it is to be considered.

3.11 If the general manager considers that a notice of motion submitted by a councillor for consideration at an ordinary meeting of the council has legal, strategic, financial or policy implications which should be taken into consideration by the meeting, the general manager may (i) provide advice that the motion be deferred pending a report from officers; (ii) provide an officers comment with a Notice of Motion on the business paper; or (iii) provide a recommendation with a Notice of Motion on the business paper that the matter be deferred pending a report from officers. If, in the opinion of the General Manager, a report needs to be presented to Council to assist Councillors with consideration of the Notice of Motion, and if time permits, the General Manager may include a report in the business paper.

3.12 A notice of motion for the expenditure of funds on works and/or services other than those already provided for in the council's current adopted operational plan must identify the source of funding for the expenditure that is the subject of the notice of motion. If the motion does not identify a funding source the General Manager will refer the notice of motion back to Councillor to identify the source of funding before it is placed on the agenda for the next Ordinary Council Meeting.

Questions with notice

3.13 A councillor may, by way of a notice submitted under clause 3.9, ask a question for response by the general manager about the performance or operations of the council.

3.14 A councillor is not permitted to ask a question with notice under clause 3.13 that comprises a complaint against the general manager or a member of staff of the council, or a question that implies wrongdoing by the general manager or a member of staff of the council.

3.15 The general manager or their nominee may respond to a question with notice submitted under clause 3.13 by way of a report included in the business papers for the relevant meeting of the council or orally at the meeting.

Agenda and business papers for ordinary meetings

3.16 The general manager must cause the agenda for a meeting of the council or a committee of the council to be prepared as soon as practicable before the meeting.

3.17 The general manager must ensure that the agenda for an ordinary meeting of the council states:

- (a) all matters to be dealt with arising out of the proceedings of previous meetings of the council, and
- (b) if the mayor is the chairperson – any matter or topic that the chairperson proposes, at the time when the agenda is prepared, to put to the meeting, and
- (c) all matters, including matters that are the subject of staff reports and reports of committees, to be considered at the meeting, and
- (d) any business of which due notice has been given under clause 3.10.

3.18 Nothing in clause 3.17 limits the powers of the mayor to put a mayoral minute to a meeting under clause 9.6.

3.19 The general manager must not include in the agenda for a meeting of the council any business of which due notice has been given if, in the opinion of the general manager, the business is, or the implementation of the business would be, unlawful. The general manager must report, without giving details of the item of business, any such exclusion to the next meeting of the council.

3.20 Where the agenda includes the receipt of information or discussion of other matters that, in the opinion of the general manager, is likely to take place when the meeting is closed to the public, the general manager must ensure that the agenda of the meeting:

- (a) identifies the relevant item of business and indicates that it is of such a nature (without disclosing details of the information to be considered when the meeting is closed to the public), and
- (b) states the grounds under section 10A(2) of the Act relevant to the item of business.

Note: Clause 3.20 reflects section 9(2A) (a) of the Act.

3.21 The general manager must ensure that the details of any item of business which, in the opinion of the general manager, is likely to be considered when the meeting is closed to the public, are included in a business paper provided to councillors for the meeting concerned. Such details must not be included in the business papers made available to the public, and must not be disclosed by a councillor or by any other person to another person who is not authorised to have that information.

Availability of the agenda and business papers to the public

3.22 Copies of the agenda and the associated business papers, such as correspondence and reports for meetings of the council and committees of council, are to be published on the council's website, and must be made available to the public for inspection, or for taking away by any person free of charge at the offices of the council, at the relevant meeting and at such other venues determined by the council.

Note: Clause 3.22 reflects section 9(2) and (4) of the Act.

3.23 Clause 3.22 does not apply to the business papers for items of business that the general manager has identify under clause 3.20 as being likely to be considered when the meeting is closed to the public.

Note: Clause 3.23 reflects section 9(2A) (b) of the Act.

3.24 For the purposes of clause 3.22, copies of agendas and business papers must be published on the council's website and made available to the public at a time that is as close as possible to the time they are available to councillors.

Note: Clause 3.24 reflects section 9(3) of the Act.

3.25 A copy of an agenda, or of an associated business paper made available under clause 3.22, may in addition be given or made available in electronic form.

Note: Clause 3.25 reflects section 9(5) of the Act.

Agenda and business papers for extraordinary meetings

3.26 The general manager must ensure that the agenda for an extraordinary meeting of the council deals only with the matters stated in the notice of the meeting.

3.27 Despite clause 3.26, business may be considered at an extraordinary meeting of the council, even though due notice of the business has not been given, if:

- (a) a motion is passed to have the business considered at the meeting, and
- (b) the business to be considered is ruled by the chairperson to be of great urgency on the grounds that it requires a decision by the council before the next scheduled ordinary meeting of the council.

3.28 A motion moved under clause 3.27(a) can be moved without notice but only after the business notified in the agenda for the extraordinary meeting has been dealt with.

3.29 Despite clauses 10.20–10.30, only the mover of a motion moved under clause 3.27(a) can speak to the motion before it is put.

3.30 A motion of dissent cannot be moved against a ruling of the chairperson under clause 3.27(b) on whether a matter is of great urgency.

Pre-meeting briefing sessions

- 3.31 Prior to each ordinary meeting of the council, the general manager may arrange a pre-meeting briefing session to brief councillors on business to be considered at the meeting. Pre-meeting briefing sessions may also be held for extraordinary meetings of the council and meetings of committees of the council.
- 3.32 Pre-meeting briefing sessions are to be held in the absence of the public.
- 3.33 Briefings to be chaired by a Councillor as chosen by a vote of Councillors present at each meeting. Where a simple vote does not elect a chair the rules in part 6 to apply.
- 3.34 Councillors must not use pre-meeting briefing sessions to debate or make preliminary decisions on items of business they are being briefed on, and any debate and decision-making must be left to the formal council or committee meeting at which the item of business is to be considered.
- 3.35 Councillors (including the mayor) must declare and manage any conflicts of interest they may have in relation to any item of business that is the subject of a briefing at a pre-meeting briefing session, in the same way that they are required to do so at a council or committee meeting. The council is to maintain a written record of all conflict of interest declarations made at pre-meeting briefing sessions and how the conflict of interest was managed by the councillor who made the declaration.
- 3.36 The rules set out in clauses 15.11-15.17 for keeping order at a meeting apply to briefings.

4 PUBLIC FORUM

- 4.1 The council will hold a public forum prior to the consideration of Condolence Motions and Mayoral Minutes for the purpose of hearing oral submissions from members of the public on items of business to be considered at the meeting.
- 4.2 To speak at a public forum, a person must first make an application to the council in the approved form. Applications to speak at the public forum must be received by 2pm on the day of the Meeting and must identify the item of business on the agenda of the council meeting the person wishes to speak on, and whether they wish to speak 'for' or 'against' the item.
- 4.3 A person may apply to speak on no more than 3 items of business on the agenda of the council meeting.
- 4.4 Legal representatives acting on behalf of others are not to be permitted to speak at a public forum unless they identify their status as a legal representative when applying to speak at the public forum.
- 4.5 The general manager or their delegate may refuse an application to speak at a public forum. The general manager or their delegate must give reasons in writing for a decision to refuse an application.
- 4.6 No more than 3 speakers are to be permitted to speak 'for' or 'against' each item of business on the agenda for the council meeting.
- 4.7 If more than the permitted number of speakers apply to speak 'for' or 'against' any item of business, the general manager or their delegate may request the speakers to nominate from among themselves the persons who are to address the council on the item of business. If the speakers are not able to agree on whom to nominate to address the council, the general manager or their delegate is to determine who will address the council at the public forum.
- 4.8 If more than the permitted number of speakers apply to speak 'for' or 'against' any item of business, the general manager or their delegate may, in consultation with the mayor or the mayor's nominated chairperson, increase the number of speakers permitted to speak on an item of business, where they are satisfied that it is necessary to do so to allow the council to hear a fuller range of views on the relevant item of business.
- 4.9 Approved speakers at the public forum are to register with the council any written, visual or audio material to be presented in support of their address to the council at the public forum, and to identify any equipment needs no more than [number to be specified by the council] days before the public forum. The general manager or their delegate may refuse to allow such material to be presented.
- 4.10 The general manager or their delegate is to determine the order of speakers at the public forum.
- 4.11 Each speaker will be allowed 3 minutes to address the council. This time is to be strictly enforced by the chairperson.
- 4.12 Council will hear from all of the registered speakers during the Public Forum prior to any consideration of the agenda items they speak on.

- 4.13 Speakers at public forums must not digress from the item on the agenda of the council meeting they have applied to address the council on. If a speaker digresses to irrelevant matters, the chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the chairperson, the speaker will not be further heard.
- 4.14 A councillor (including the chairperson) may, through the chairperson, ask questions of a speaker following their address at a public forum. Questions put to a speaker must be direct, succinct and without argument.
- 4.15 Speakers are under no obligation to answer a question put under clause 4.14. Answers by the speaker, to each question are to be limited to 2 minutes.
- 4.16 Speakers at public forums cannot ask questions of the council, councillors or council staff.
- 4.17 The general manager or their nominee may, with the concurrence of the chairperson, address the council for up to 2 minutes in response to an address to the council at a public forum after the address and any subsequent questions and answers have been finalised.
- 4.18 Where an address made at a public forum raises matters that require further consideration by council staff, the general manager may recommend that the council defer consideration of the matter pending the preparation of a further report on the matters.
- 4.19 When addressing the council, speakers at public forums must comply with this code and all other relevant council codes, policies and procedures. Speakers must refrain from engaging in disorderly conduct, publicly alleging breaches of the council's code of conduct or making other potentially defamatory statements.
- 4.20 If the chairperson considers that a speaker at a public forum has engaged in conduct of the type referred to in clause 4.19, the chairperson may request the person to refrain from the inappropriate behaviour and to withdraw and unreservedly apologise for any inappropriate comments. Where the speaker fails to comply with the chairperson's request, the chairperson may immediately require the person to stop speaking.
- 4.21 Clause 4.20 does not limit the ability of the chairperson to deal with disorderly conduct by speakers at public forums in accordance with the provisions of Part 15 of this code.
- 4.22 Where a speaker engages in conduct of the type referred to in clause 4.19, the general manager or their delegate may refuse further applications from that person to speak at public forums for such a period as the general manager or their delegate considers appropriate.
- 4.23 Councillors (including the mayor) must declare and manage any conflicts of interest they may have in relation to any item of business that is the subject of an address at a public forum, in the same way that they are required to do so at a council or committee meeting. The council is to maintain a written record of all conflict of interest declarations made at public forums and how the conflict of interest was managed by the councillor who made the declaration.

Note: Public forums should not be held as part of a council or committee meeting. Council or committee meetings should be reserved for decision-making by the council or committee of council. Where a public forum is held as part of a council or committee meeting, it must be conducted in accordance with the other requirements of this code relating to the conduct of council and committee meetings.

5 COMING TOGETHER

Attendance by councillors at meetings

5.1 All councillors must make reasonable efforts to attend meetings of the council and of committees of the council of which they are members.

Note: A councillor may not attend a meeting as a councillor (other than the first meeting of the council after the councillor is elected or a meeting at which the councillor takes an oath or makes an affirmation of office) until they have taken an oath or made an affirmation of office in the form prescribed under section 233A of the Act.

5.2 A councillor cannot participate in a meeting of the council or of a committee of the council unless personally present at the meeting.

5.3 Where a councillor is unable to attend one or more ordinary meetings of the council, the councillor should request that the council grant them a leave of absence from those meetings. This clause does not prevent a councillor from making an apology if they are unable to attend a meeting. However the acceptance of such an apology does not constitute the granting of a leave of absence for the purposes of this code and the Act.

5.4 A councillor's request for leave of absence from council meetings should, if practicable, identify (by date) the meetings from which the councillor intends to be absent and the grounds upon which the leave of absence is being sought.

5.5 The council must act reasonably when considering whether to grant a councillor's request for a leave of absence.

5.6 A councillor's civic office will become vacant if the councillor is absent from three (3) consecutive ordinary meetings of the council without prior leave of the council, or leave granted by the council at any of the meetings concerned, unless the holder is absent because they have been suspended from office under the Act, or because the council has been suspended under the Act, or as a consequence of a compliance order under section 438HA.

Note: Clause 5.6 reflects section 234(1) (d) of the Act.

5.7 A councillor who intends to attend a meeting of the council despite having been granted a leave of absence should, if practicable, give the general manager at least two (2) days' notice of their intention to attend.

The quorum for a meeting

5.8 The quorum for a meeting of the council is a majority of the councillors of the council who hold office at that time and are not suspended from office.

Note: Clause 5.8 reflects section 368(1) of the Act.

5.9 Clause 5.8 does not apply if the quorum is required to be determined in accordance with directions of the Minister in a performance improvement order issued in respect of the council.

Note: Clause 5.9 reflects section 368(2) of the Act.

5.10 A meeting of the council must be adjourned if a quorum is not present:

- (a) at the commencement of the meeting where the number of apologies received for the meeting

indicates that there will not be a quorum for the meeting, or

- (b) within half an hour after the time designated for the holding of the meeting, or
- (c) at any time during the meeting.

5.11 In either case, the meeting must be adjourned to a time, date and place fixed:

- (a) by the chairperson, or
- (b) in the chairperson's absence, by the majority of the councillors present, or
- (c) failing that, by the general manager.

5.12 The general manager must record in the council's minutes the circumstances relating to the absence of a quorum (including the reasons for the absence of a quorum) at or arising during a meeting of the council, together with the names of the councillors present.

5.13 Where, prior to the commencement of a meeting, it becomes apparent that a quorum may not be present at the meeting, or that the safety and welfare of councillors, council staff and members of the public may be put at risk by attending the meeting because of a natural disaster (such as, but not limited to flood or bushfire), the mayor may, in consultation with the general manager and, as far as is practicable, with each councillor cancel the meeting. Where a meeting is cancelled, notice of the cancellation must be published on the council's website and in such other manner that the council is satisfied is likely to bring notice of the cancellation to the attention of as many people as possible.

5.14 Where a meeting is cancelled under clause 5.13, the business to be considered at the meeting may instead be considered, where practicable, at the next ordinary meeting of the council or at an extraordinary meeting called under clause 3.2.

Entitlement of the public to attend council meetings

5.15 Everyone is entitled to attend a meeting of the council and committees of the council. The council must ensure that all meetings of the council and committees of the council are open to the public.

Note: Clause 5.15 reflects section 10(1) of the Act.

5.16 Clause 5.15 does not apply to parts of meetings that have been closed to the public under section 10A of the Act.

5.17 A person (whether a councillor or another person) is not entitled to be present at a meeting of the council or a committee of the council if expelled from the meeting:

- (a) by a resolution of the meeting, or
- (b) by the person presiding at the meeting if the council has, by resolution, authorised the person presiding to exercise the power of expulsion.

Note: Clause 5.17 reflects section 10(2) of the Act.

Webcasting of meetings

5.18 All meetings of the council and committees of the council are to be webcast on the council's website. Council will livestream audio and video of the proceedings of these meetings on its website and within one business day provide a link on its website that allows the public to watch the audio and video of the proceedings post-meeting.

5.19 Clause 5.18 does not apply to parts of a meeting that have been closed to the public under section 10A of the Act.

5.20 At the start of each meeting the chairperson is to make a statement informing those in attendance that the meeting is being webcast and that those in attendance should refrain from making any defamatory statements.

5.21 A recording of each meeting of the council and committee of the council is to be retained on the council's website for 6 months. Recordings of meetings may be disposed of in accordance with the State Records Act 1998.

Attendance of the general manager and other staff at meetings

5.22 The general manager is entitled to attend, but not to vote at, a meeting of the council or a meeting of a committee of the council of which all of the members are councillors.

Note: Clause 5.22 reflects section 376(1) of the Act.

5.23 The general manager is entitled to attend a meeting of any other committee of the council and may, if a member of the committee, exercise a vote.

Note: Clause 5.23 reflects section 376(2) of the Act.

5.24 The general manager may be excluded from a meeting of the council or a committee while the council or committee deals with a matter relating to the standard of performance of the general manager or the terms of employment of the general manager.

Note: Clause 5.24 reflects section 376(3) of the Act.

5.25 The attendance of other council staff at a meeting, (other than as members of the public) shall be with the approval of the general manager.

6 THE CHAIRPERSON

The chairperson at meetings

6.1 The mayor, or at the request of or in the absence of the mayor, the deputy mayor (if any) presides at meetings of the council.

Note: Clause 6.1 reflects section 369(1) of the Act.

6.2 If the mayor and the deputy mayor (if any) are absent, a councillor elected to chair the meeting by the councillors present presides at a meeting of the council.

Note: Clause 6.2 reflects section 369(2) of the Act.

Election of the chairperson in the absence of the mayor and deputy mayor

6.3 If no chairperson is present at a meeting of the council at the time designated for the holding of the meeting, the first business of the meeting must be the election of a chairperson to preside at the meeting.

6.4 The election of a chairperson must be conducted:

(a) by the general manager or, in their absence, an employee of the council designated by the general manager to conduct the election, or

(b) by the person who called the meeting or a person acting on their behalf if neither the general manager nor a designated employee is present at the meeting, or if there is no general manager or designated employee.

6.5 If, at an election of a chairperson, two (2) or more candidates receive the same number of votes and no other candidate receives a greater number of votes, the chairperson is to be the candidate whose name is chosen by lot.

6.6 For the purposes of clause 6.5, the person conducting the election must:

(a) arrange for the names of the candidates who have equal numbers of votes to be written on similar slips, and

(b) then fold the slips so as to prevent the names from being seen, mix the slips and draw one of the slips at random.

6.7 The candidate whose name is on the drawn slip is the candidate who is to be the chairperson.

6.8 Any election conducted under clause 6.3, and the outcome of the vote, are to be recorded in the minutes of the meeting.

Chairperson to have precedence

6.9 When the chairperson rises or speaks during a meeting of the council:

(a) any councillor then speaking or seeking to speak must cease speaking and, if standing, immediately resume their seat, and

(b) every councillor present must be silent to enable the chairperson to be heard without interruption.

7 MODES OF ADDRESS

7.1 If the chairperson is the mayor, they are to be addressed as 'Mr Mayor' or 'Madam Mayor'.

7.2 Where the chairperson is not the mayor, they are to be addressed as either 'Mr Chairperson' or 'Madam Chairperson'.

7.3 A councillor is to be addressed as 'Councillor [surname]'.

7.4 A council officer is to be addressed by their official designation or as Mr/Ms [surname].

8 ORDER OF BUSINESS FOR ORDINARY COUNCIL MEETINGS

8.1 The general order of business for an ordinary meeting of the council shall be:

ACKNOWLEDGEMENT OF COUNTRY

APOLOGIES/REQUESTS FOR LEAVE OF ABSENCE

DISCLOSURES OF PECUNIARY AND CONFLICTS OF INTEREST

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

MOMENT OF QUIET CONTEMPLATION

PUBLIC FORUM (HEARING FROM REGISTERED SPEAKERS ONLY)

CONDOLENCE MOTIONS

MAYORAL MINUTES

ITEMS OF BUSINESS BY EXCEPTION

STAFF REPORTS

NOTICES OF MOTION

NOTICE OF RESCISSION (IF REQUIRED)

QUESTIONS ON NOTICE (IF REQUIRED)

MATTERS TO BE CONSIDERED IN CLOSED SESSION

REPORTS OF RESOLUTIONS PASSED IN CLOSED SESSION

URGENCY MOTIONS (IF REQUIRED)

CLOSE

8.2 The order of business as fixed under 8.1 may be altered for a particular meeting of the council if a motion to that effect is passed at that meeting. Such a motion can be moved without notice.

Note: If adopted, Part 13 allows council to deal with items of business by exception.

8.3 Despite clauses 10.20–10.30, only the mover of a motion referred to in clause 8.2 may speak to the motion before it is put.

9 CONSIDERATION OF BUSINESS AT COUNCIL MEETINGS

Business that can be dealt with at a council meeting

9.1 The council must not consider business at a meeting of the council:

- (a) unless a councillor has given notice of the business, as required by clause 3.6, and
- (b) unless notice of the business has been sent to the councillors in accordance with clause 3.6 in the case of an ordinary meeting or clause 3.8 in the case of an extraordinary meeting called in an emergency.

9.2 Clause 9.1 does not apply to the consideration of business at a meeting, if the business:

- (a) is already before, or directly relates to, a matter that is already before the council, or
- (b) is the election of a chairperson to preside at the meeting, or
- (c) subject to clause 9.9, is a matter or topic put to the meeting by way of a mayoral minute, or
- (d) is a motion for the adoption of recommendations of a committee, including, but not limited to, a committee of the council.

9.3 Despite clause 9.1, business may be considered at a meeting of the council even though due notice of the business has not been given to the councillors if:

- (a) a motion is passed to have the business considered at the meeting, and
- (b) the business to be considered is ruled by the chairperson to be of great urgency on the grounds that it requires a decision by the council before the next scheduled ordinary meeting of the council.

9.4 A motion moved under clause 9.3(a) can be moved without notice. Despite clauses 10.20–10.30, only the mover of a motion referred to in clause 9.3(a) can speak to the motion before it is put. A motion moved until Clause 9.3(a) must be dealt with at the conclusion of the Ordinary Council Meeting when all other items of business have been dealt with.

9.5 A motion of dissent cannot be moved against a ruling by the chairperson under clause 9.3(b).

Mayoral minutes

9.6 Subject to clause 9.9, if the mayor is the chairperson at a meeting of the council, the mayor may, by minute signed by the mayor, put to the meeting without notice any matter or topic that is within the jurisdiction of the council, or of which the council has official knowledge.

9.7 A mayoral minute, when put to a meeting, takes precedence over all business on the council's agenda for the meeting. The chairperson (but only if the chairperson is the mayor) may move the adoption of a mayoral minute without the motion being seconded.

9.8 A recommendation made in a mayoral minute put by the mayor is, so far as it is adopted by the council, a resolution of the council.

9.9 A mayoral minute must not be used to put without notice matters that are routine and not urgent, or matters for which proper notice should be given because of their complexity. For the purpose of this clause, a matter will be urgent where it requires a decision by the council before the next scheduled ordinary meeting of the council.

9.10 Where a mayoral minute makes a recommendation which, if adopted, would require the expenditure of

funds on works and/or services other than those already provided for in the council's current adopted operational plan, it must identify the source of funding for the expenditure that is the subject of the recommendation.

Staff reports

9.11 A recommendation made in a staff report is, so far as it is adopted by the council, a resolution of the council.

Reports of committees of council

9.12 The recommendations of a committee of the council are, so far as they are adopted by the council, resolutions of the council.

9.13 If in a report of a committee of the council distinct recommendations are made, the council may make separate decisions on each recommendation.

Questions

9.14 A question must not be asked at a meeting of the council unless it concerns a matter on the agenda of the meeting or notice has been given of the question in accordance with clauses 3.9 and 3.13.

9.15 A councillor may, through the chairperson, put a question to another councillor about a matter on the agenda.

9.16 A councillor may, through the general manager, put a question to a council employee about a matter on the agenda. Council employees are only obliged to the general manager at the direction of the general manager.

9.17 A councillor or council employee to whom a question is put is entitled to be given reasonable notice of the question and, in particular, sufficient notice to enable reference to be made to other persons or to documents. Where a councillor or council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the council.

9.18 Councillors must put questions directly, succinctly, respectfully and without argument.

9.19 The chairperson must not permit discussion on any reply to, or refusal to reply to, a question put to a councillor or council employee.

9.20 A Councillor may present a petition and/or correspondence to the Council. The Chairperson will only permit discussion on the petition or correspondence if the subject matter is already on the agenda for that meeting or is a matter, which can be dealt with under clause 9.3(a).

10 RULES OF DEBATE

Motions to be seconded

10.1 Unless otherwise specified in this code, a motion or an amendment cannot be debated unless or until it has been seconded.

Notices of motion

10.2 A councillor who has submitted a notice of motion under clause 3.9 is to move the motion the subject of the notice of motion at the meeting at which it is to be considered.

10.3 If a councillor who has submitted a notice of motion under clause 3.9 wishes to withdraw it after the agenda and business paper for the meeting at which it is to be considered have been sent to councillors, the councillor may request the withdrawal of the motion when it is before the council.

10.4 In the absence of a councillor who has placed a notice of motion on the agenda for a meeting of the council:

- (a) any other councillor may, with the leave of the chairperson, move the motion at the meeting, or
- (b) the chairperson may defer consideration of the motion until the next meeting of the council..

Chairperson's duties with respect to motions

10.5 It is the duty of the chairperson at a meeting of the council to receive and put to the meeting any lawful motion that is brought before the meeting.

10.6 The chairperson must rule out of order any motion or amendment to a motion that is unlawful or the implementation of which would be unlawful.

10.7 Before ruling out of order a motion or an amendment to a motion under clause 10.6 or 10.9, the chairperson is to give the mover an opportunity to clarify or amend the motion or amendment.

10.8 Any motion, amendment or other matter that the chairperson has ruled out of order is taken to have been lost.

Motions requiring the expenditure of funds

10.9 A motion or an amendment to a motion which if passed would require the expenditure of funds on works and/or services other than those already provided for in the council's current adopted operational plan must identify the source of funding for the expenditure that is the subject of the motion. If the motion does not identify a funding source, the Chairperson of the Meeting may rule the motion out of order if no funding source is identified.

Amendments to motions

10.10 An amendment to a motion must be moved and seconded before it can be debated.

10.11 An amendment to a motion must relate to the matter being dealt with in the original motion before the council and must not be a direct negative of the original motion. An amendment to a motion which does not relate to the matter being dealt with in the original motion, or which is a direct negative of the original motion, must be ruled out of order by the chairperson.

10.12 The mover of an amendment is to be given the opportunity to explain any uncertainties in the proposed

amendment before a seconder is called for.

10.13 If an amendment has been lost, a further amendment can be moved to the motion to which the lost amendment was moved, and so on, but no more than one (1) motion and one (1) proposed amendment can be before council at any one time.

10.14 While an amendment is being considered, debate must only occur in relation to the amendment and not the original motion. Debate on the original motion is to be suspended while the amendment to the original motion is being debated.

10.15 If the amendment is carried, it becomes the motion and is to be debated. If the amendment is lost, debate is to resume on the original motion.

10.16 An amendment may become the motion without debate or a vote where it is accepted by the councillor who moved the original motion.

Foreshadowed motions

10.17 A councillor may propose a foreshadowed motion in relation to the matter the subject of the original motion before the council, without a seconder during debate on the original motion. The foreshadowed motion is only to be considered if the original motion is lost or withdrawn and the foreshadowed motion is then moved and seconded. If the original motion is carried, the foreshadowed motion lapses.

10.18 Where an amendment has been moved and seconded, a councillor may, without a seconder, foreshadow a further amendment that they propose to move after the first amendment has been dealt with. There is no limit to the number of foreshadowed amendments that may be put before the council at any time. However, no discussion can take place on foreshadowed amendments until the previous amendment has been dealt with and the foreshadowed amendment has been moved and seconded.

10.19 Foreshadowed motions and foreshadowed amendments are to be considered in the order in which they are proposed. However, foreshadowed motions cannot be considered until all foreshadowed amendments have been dealt with.

Limitations on the number and duration of speeches

10.20 A councillor who, during a debate at a meeting of the council, moves an original motion, has the right to speak on each amendment to the motion and a right of general reply to all observations that are made during the debate in relation to the motion, and any amendment to it at the conclusion of the debate before the motion (whether amended or not) is finally put.

10.21 A councillor, other than the mover of an original motion, has the right to speak once on the motion and once on each amendment to it.

10.22 A councillor must not, without the consent of the council, speak more than once on a motion or an amendment, or for longer than three (3) minutes at any one time.

10.23 Despite clause 10.22, the chairperson may permit a councillor who claims to have been misrepresented or misunderstood to speak more than once on a motion or an amendment, and for longer than three (3) minutes on that motion or amendment to enable the councillor to make a statement limited to explaining the misrepresentation or misunderstanding.

10.24 Despite clause 10.22, the council may resolve to shorten the duration of speeches to expedite the consideration of business at a meeting.

10.25 Despite clauses 10.20 and 10.21, a councillor may move that a motion or an amendment be now put:

- (a) if the mover of the motion or amendment has spoken in favour of it and no councillor expresses an intention to speak against it, or
- (b) if at least two (2) councillors have spoken in favour of the motion or amendment and at least two (2) councillors have spoken against it.

10.26 The chairperson must immediately put to the vote, without debate, a motion moved under clause 10.25. A seconder is not required for such a motion.

10.27 If a motion that the original motion or an amendment be now put is passed, the chairperson must, without further debate, put the original motion or amendment to the vote immediately after the mover of the original motion has exercised their right of reply under clause 10.20.

10.28 If a motion that the original motion or an amendment be now put is lost, the chairperson must allow the debate on the original motion or the amendment to be resumed.

10.29 All councillors must be heard without interruption and all other councillors must, unless otherwise permitted under this code, remain silent while another councillor is speaking.

10.30 Once the debate on a matter has concluded and a matter has been dealt with, the chairperson must not allow further debate on the matter.

Examples of procedural motions under the Act and Regulation are shown on the following table:-

Motion	Moved without Notice	Requires Seconder	Speakers/ Debate Permitted	Right of Reply
(i) Change the Order of Business	Yes	Yes	Mover of motion only	No
(ii) Business without Notice (matter of urgency)	Yes	Yes	Mover of motion only	No
(iii) Dissent from Chairperson's ruling on Point of Order)	Yes	Yes	Mover & Chairperson only may speak.	No
(iv) Adjournment of Meeting	Yes	Yes	No debate permitted	No
(v) Limitation to number of speakers (questions be now put)	Yes – after at least 2 speakers have spoken in favour of motion or amendment and at least 2 against motion or amendment.	No	No debate permitted. Question must be put immediately	No
(vi) Deferment of a Matter	Yes	Yes	Yes	Yes
(vii) Vote on points of a resolution separately	Yes	Yes	Mover of motion only	No

11 VOTING

Voting entitlements of councillors

11.1 Each councillor is entitled to one (1) vote.

Note: Clause 11.1 reflects section 370(1) of the Act.

11.2 The person presiding at a meeting of the council has, in the event of an equality of votes, a second or casting vote.

Note: Clause 11.2 reflects section 370(2) of the Act.

11.3 Where the chairperson declines to exercise, or fails to exercise, their second or casting vote, in the event of an equality of votes, the motion being voted upon is lost.

Voting at council meetings

11.4 A councillor who is present at a meeting of the council but who fails to vote on a motion put to the meeting is taken to have voted against the motion

11.5 Voting at a meeting, including voting in an election at a meeting, is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system). However, the council may resolve that the voting in any election by councillors for mayor or deputy mayor is to be by secret ballot.

11.6 All voting at council meetings, (including meetings that are closed to the public), must be recorded in the minutes of meetings with the names of councillors who voted for and against each motion or amendment, (including the use of the casting vote), being recorded.

Voting on planning decisions

11.7 The general manager must keep a register containing, for each planning decision made at a meeting of the council or a council committee (including, but not limited to a committee of the council), the names of the councillors who supported the decision and the names of any councillors who opposed (or are taken to have opposed) the decision.

11.8 Each decision recorded in the register is to be described in the register or identified in a manner that enables the description to be obtained from another publicly available document.

11.9 Clauses 11.7–11.8 apply also to meetings that are closed to the public.

Note: Clauses 11.7–11.8 reflect section 375A of the Act.

Note: The requirements of clause 11.7 may be satisfied by maintaining a register of the minutes of each planning decision.

12 COMMITTEE OF THE WHOLE

12.1 The council may resolve itself into a committee to consider any matter before the council.

Note: Clause 12.1 reflects section 373 of the Act.

12.2 All the provisions of this code relating to meetings of the council, so far as they are applicable, extend to and govern the proceedings of the council when in committee of the whole, except the provisions limiting the number and duration of speeches.

Note: Clauses 10.20–10.30 limit the number and duration of speeches.

12.3 The general manager or, in the absence of the general manager, an employee of the council designated by the general manager, is responsible for reporting to the council the proceedings of the committee of the whole. It is not necessary to report the proceedings in full but any recommendations of the committee must be reported.

12.4 The council must ensure that a report of the proceedings (including any recommendations of the committee) is recorded in the council's minutes. However, the council is not taken to have adopted the report until a motion for adoption has been made and passed.

13 DEALING WITH ITEMS BY EXCEPTION

13.1 The council or a committee of council may, at any time, resolve to adopt multiple items of business on the agenda together by way of a single resolution.

13.2 Before the council or committee resolves to adopt multiple items of business on the agenda together under clause 13.1, the chairperson must list the items of business to be adopted and ask councillors to identify any individual items of business listed by the chairperson that they intend to vote against the recommendation made in the business paper or that they wish to speak on.

13.3 The council or committee must not resolve to adopt any item of business under clause 13.1 that a councillor has identified as being one they intend to vote against the recommendation made in the business paper or to speak on.

13.4 Where the consideration of multiple items of business together under clause 13.1 involves a variation to the order of business for the meeting, the council or committee must resolve to alter the order of business in accordance with clause 8.3.

13.5 A motion to adopt multiple items of business together under clause 13.1 must identify each of the items of business to be adopted and state that they are to be adopted as recommended in the business paper.

13.6 Items of business adopted under clause 13.1 are to be taken to have been adopted unanimously.

13.7 Councillors must ensure that they declare and manage any conflicts of interest they may have in relation to items of business considered together under clause 13.1 in accordance with the requirements of the council's code of conduct.

14 CLOSURE OF COUNCIL MEETINGS TO THE PUBLIC

Grounds on which meetings can be closed to the public

14.1 The council or a committee of the council may close to the public so much of its meeting as comprises the discussion or the receipt of any of the following types of matters:

- (a) personnel matters concerning particular individuals (other than councillors),
- (b) the personal hardship of any resident or ratepayer,
- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business,
- (d) commercial information of a confidential nature that would, if disclosed:
 - (i) prejudice the commercial position of the person who supplied it, or
 - (ii) confer a commercial advantage on a competitor of the council, or
 - (iii) reveal a trade secret,
- (e) information that would, if disclosed, prejudice the maintenance of law,
- (f) matters affecting the security of the council, councillors, council staff or council property,
- (g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege,
- (h) information concerning the nature and location of a place or an item of Aboriginal significance on community land,
- (i) alleged contraventions of the council's code of conduct.

Note: Clause 14.1 reflects section 10A(1) and (2) of the Act.

14.2 The council or a committee of the council may also close to the public so much of its meeting as comprises a motion to close another part of the meeting to the public.

Note: Clause 14.2 reflects section 10A(3) of the Act.

Matters to be considered when closing meetings to the public

14.3 A meeting is not to remain closed during the discussion of anything referred to in clause 14.1:

- (a) except for so much of the discussion as is necessary to preserve the relevant confidentiality, privilege or security, and

- (b) if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret – unless the council or committee concerned is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest.

Note: Clause 14.3 reflects section 10B(1) of the Act.

14.4 A meeting is not to be closed during the receipt and consideration of information or advice referred to in clause 14.1(g) unless the advice concerns legal matters that:

- (a) are substantial issues relating to a matter in which the council or committee is involved, and
- (b) are clearly identified in the advice, and
- (c) are fully discussed in that advice.

Note: Clause 14.4 reflects section 10B(2) of the Act.

14.5 If a meeting is closed during the discussion of a motion to close another part of the meeting to the public (as referred to in clause 14.2), the consideration of the motion must not include any consideration of the matter or information to be discussed in that other part of the meeting other than consideration of whether the matter concerned is a matter referred to in clause 14.1.

Note: Clause 14.5 reflects section 10B(3) of the Act.

14.6 For the purpose of determining whether the discussion of a matter in an open meeting would be contrary to the public interest, it is irrelevant that:

- (a) a person may misinterpret or misunderstand the discussion, or
- (b) the discussion of the matter may:
 - (i) cause embarrassment to the council or committee concerned, or to councillors or to employees of the council, or
 - (ii) cause a loss of confidence in the council or committee.

Note: Clause 14.6 reflects section 10B(4) of the Act.

14.7 In deciding whether part of a meeting is to be closed to the public, the council or committee concerned must consider any relevant guidelines issued by the Chief Executive of the Office of Local Government.

Note: Clause 14.7 reflects section 10B(5) of the Act.

Notice of likelihood of closure not required in urgent cases

14.8 Part of a meeting of the council, or of a committee of the council, may be

closed to the public while the council or committee considers a matter that has not been identified in the agenda for the meeting under clause 3.21 as a matter that is likely to be considered when the meeting is closed, but only if:

- (a) it becomes apparent during the discussion of a particular matter that the matter is a matter referred to in clause 14.1, and
- (b) the council or committee, after considering any representations made under clause 14.9, resolves that further discussion of the matter:
 - (i) should not be deferred (because of the urgency of the matter), and
 - (ii) should take place in a part of the meeting that is closed to the public.

Note: Clause 14.8 reflects section 10C of the Act.

Representations by members of the public

14.9 The council, or a committee of the council, may allow members of the public to make representations to or at a meeting, before any part of the meeting is closed to the public, as to whether that part of the meeting should be closed.

Note: Clause 14.9 reflects section 10A(4) of the Act.

14.10 A representation under clause 14.9 is to be made after the motion to close the part of the meeting is moved and seconded.

14.11 Where the matter has been identified in the agenda of the meeting under clause 3.21 as a matter that is likely to be considered when the meeting is closed to the public, in order to make representations under clause 14.9, members of the public must first make an application to the council in the approved form. Applications must be received by 2pm on the day of the meeting at which the matter is to be considered.

14.12 The general manager (or their delegate) may refuse an application made under clause 14.11. The general manager or their delegate must give reasons in writing for a decision to refuse an application.

14.13 No more than three (3) speakers are to be permitted to make representations under clause 14.9. If more than the permitted number of speakers apply to make representations under clause 14.9, the general manager or their delegate may request the speakers to nominate from among themselves the persons who are to make representations to the council. If the speakers are not able to agree on whom to nominate to make representations under clause 14.9, the general manager or their delegate is to determine who will make representations to the council.

14.15 The general manager (or their delegate) is to determine the order of speakers.

14.16 Where the council or a committee of the council proposes to close a meeting or part of a meeting to the public in circumstances where the matter has not been identified in the agenda for the meeting

under clause 3.21 as a matter that is likely to be considered when the meeting is closed to the public, the chairperson is to invite representations from the public under clause 14.9 after the motion to close the part of the meeting is moved and seconded. The chairperson is to permit no more than three (3) speakers to make representations in such order as determined by the chairperson.

14.17 Each speaker will be allowed three (3) minutes to make representations, and this time limit is to be strictly enforced by the chairperson. Speakers must confine their representations to whether the meeting should be closed to the public. If a speaker digresses to irrelevant matters, the chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the chairperson, the speaker will not be further heard.

Expulsion of non- councillors from meetings closed to the public

14.18 If a meeting or part of a meeting of the council or a committee of the council is closed to the public in accordance with section 10A of the Act and this code, any person who is not a councillor and who fails to leave the meeting when requested, may be expelled from the meeting as provided by section 10(2)(a) or (b) of the Act.

14.19 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using only such force as is necessary, remove the first- mentioned person from that place and, if necessary restrain that person from re- entering that place for the remainder of the meeting.

Information to be disclosed in resolutions closing meetings to the public

14.20 The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting. The grounds must specify the following:

- (a) the relevant provision of section 10A(2) of the Act,
- (b) the matter that is to be discussed during the closed part of the meeting,
- (c) the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be, on balance, contrary to the public interest.

Note: Clause 14.20 reflects section 10D of the Act.

Resolutions passed at closed meetings to be made public

14.21 If the council passes a resolution during a meeting, or a part of a meeting, that is closed to the public, the chairperson must make the resolution public as soon as practicable after the meeting, or the relevant part of the meeting, has ended, and the resolution must be recorded in the publicly available minutes of the meeting.

14.22 Resolutions passed during a meeting, or a part of a meeting, that is closed to the public must be made public by the chairperson under clause 14.21 during a part of the meeting that is webcast.

15 KEEPING ORDER AT MEETINGS

Points of order

15.1 A councillor may draw the attention of the chairperson to an alleged breach of this code by raising a point of order. A point of order does not require a seconder.

15.2 A point of order cannot be made with respect to adherence to the principles contained in clause 2.1.

15.3 A point of order must be taken immediately it is raised. The chairperson must suspend the business before the meeting and permit the councillor raising the point of order to state the provision of this code they believe has been breached. The chairperson must then rule on the point of order – either by upholding it or by overruling it.

Questions of order

15.4 The chairperson, without the intervention of any other councillor, may call any councillor to order whenever, in the opinion of the chairperson, it is necessary to do so.

15.5 A councillor who claims that another councillor has committed an act of disorder, or is out of order, may call the attention of the chairperson to the matter.

15.6 The chairperson must rule on a question of order immediately after it is raised but, before doing so, may invite the opinion of the council.

15.7 The chairperson's ruling must be obeyed unless a motion dissenting from the ruling is passed.

Motions of dissent

15.8 A councillor can, without notice, move to dissent from a ruling of the chairperson on a point of order or a question of order. If that happens, the chairperson must suspend the business before the meeting until a decision is made on the motion of dissent.

15.9 If a motion of dissent is passed, the chairperson must proceed with the suspended business as though the ruling dissented from had not been given. If, as a result of the ruling, any motion or business has been rejected as out of order, the chairperson must restore the motion or business to the agenda and proceed with it in due course.

15.10 Despite any other provision of this code, only the mover of a motion of dissent and the chairperson can speak to the motion before it is put. The mover of the motion does not have a right of general reply.

Acts of disorder

15.11 A councillor commits an act of disorder if the councillor, at a meeting of the council or a committee of the council:

- (a) contravenes the Act or any regulation in force under the Act or this code, or
- (b) assaults or threatens to assault another councillor or person present at the meeting, or
- (c) moves or attempts to move a motion or an amendment that has an unlawful purpose or that deals with a matter that is outside the jurisdiction of the council or the committee, or addresses or attempts to address the council or the committee on such a motion, amendment or matter, or

- (d) insults or makes personal reflections on or imputes improper motives to any other council official, or alleges a breach of the council's code of conduct, or
- (e) says or does anything that is inconsistent with maintaining order at the meeting or is likely to bring the council or the committee into disrepute.

15.12 The chairperson may require a councillor:

- (a) to apologise without reservation for an act of disorder referred to in clauses 15.11(a) or (b), or
- (b) to withdraw a motion or an amendment referred to in clause 15.11(c) and, where appropriate, to apologise without reservation, or
- (c) to retract and apologise without reservation for an act of disorder referred to in clauses 15.11(d) and (e).

How disorder at a meeting may be dealt with

15.13 If disorder occurs at a meeting of the council, the chairperson may adjourn the meeting for a period of not more than fifteen (15) minutes and leave the chair. The council, on reassembling, must, on a question put from the chairperson, decide without debate whether the business is to be proceeded with or not. This clause applies to disorder arising from the conduct of members of the public as well as disorder arising from the conduct of councillors.

Expulsion from meetings

15.14 All chairpersons of meetings of the council and committees of the council are authorised under this code to expel any person other than a councillor, from a council or committee meeting, for the purposes of section 10(2)(b) of the Act. Councillors may only be expelled by resolution of the council or the committee of the council.

15.15 Clause 15.14, does not limit the ability of the council or a committee of the council to resolve to expel a person, including a councillor, from a council or committee meeting, under section 10(2)(a) of the Act.

15.16 A councillor may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the council for having failed to comply with a requirement under clause 15.11. The expulsion of a councillor from the meeting for that reason does not prevent any other action from being taken against the councillor for the act of disorder concerned.

15.17 A member of the public may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the council for engaging in or having engaged in disorderly conduct at the meeting.

15.18 Where a councillor or a member of the public is expelled from a meeting, the expulsion and the name of the person expelled, if known, are to be recorded in the minutes of the meeting.

15.19 If a councillor or a member of the public fails to leave the place where a meeting of the council is being held immediately after they have been expelled, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using only such force as is necessary, remove the councillor or member of the public from that place and, if necessary, restrain the councillor or member of the public from re-entering that place for the remainder of the meeting.

Note. The Chairperson may issue warnings to Councillors and the Public for Acts of Disorder. The Chairperson may warn any Councillor who:

- interrupts a speaker except upon a point of order; or

- 2.2 interrupts the Chairperson except on a point of dissent; or
- 2.3 refuses to accept a ruling from the Chairperson.

These warnings will be recorded in the Minutes of the meeting. Any Councillor who is warned by the Chairperson three times in one meeting for disorder and fails to apologise for the disorder if requested to by the Chairperson may be expelled from the meeting for the evening by resolution of Council in accordance with clauses 255 and 256 of the Regulation.

Use of mobile phones and the unauthorised recording of meetings

15.20 Councillors, council staff and members of the public must ensure that mobile phones are turned to silent during meetings of the council and committees of the council.

15.21 A person must not live stream or use an audio recorder, video camera, mobile phone or any other device to make a recording of the proceedings of a meeting of the council or a committee of the council without the prior authorisation of the council or the committee.

15.22 Any person who contravenes or attempts to contravene clause 15.21, may be expelled from the meeting as provided for under section 10(2) of the Act.

15.23 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the council or person presiding, may, by using only such force as is necessary, remove the first- mentioned person from that place and, if necessary, restrain that person from re-entering that place for the remainder of the meeting.

16 CONFLICTS OF INTEREST

16.1 All councillors and, where applicable, all other persons, must declare and manage any conflicts of interest they may have in matters being considered at meetings of the council and committees of the council in accordance with the council's code of conduct. All declarations of conflicts of interest and how the conflict of interest was managed by the person who made the declaration must be recorded in the minutes of the meeting at which the declaration was made.

Disclosures made at the meeting should be stated as follows:

Disclosure	What to say	Action to take
Pecuniary Interest	I declare a pecuniary interest in Item XX, due to (detail reason of the conflict)	<i>Councillor must leave the meeting, be out of sight of the meeting and not participate in discussions or voting on the matter (section 451)</i> Code of Meeting Practice CI 3.5(2)
Significant, non-pecuniary interest	I declare a significant, non-pecuniary interest in Item XX, due to (detail reason of the conflict)	<i>Councillor must leave the meeting, be out of sight of the meeting and not participate in discussions or voting on the matter</i> Code of Meeting Practice CI 3.2(3)(a)
Less than significant, non-pecuniary interest	I declare a less than significant, non-pecuniary interest in Item XX, due to (detail reason of the conflict and explanation of why the conflict requires no further action)	<i>No action needed, Councillor can remain at the meeting, partake in discussions and vote on the matter.</i> Code of Meeting Practice CI 3.2(3)(b)

17 DECISIONS OF THE COUNCIL

Council decisions

17.1 A decision supported by a majority of the votes at a meeting of the council at which a quorum is present is a decision of the council.

Note: Clause 17.1 reflects section 371 of the Act.

17.2 Decisions made by the council must be accurately recorded in the minutes of the meeting at which the decision is made.

Rescinding or altering council decisions

17.3 A resolution passed by the council may not be altered or rescinded except by a motion to that effect of which notice has been given under clause 3.9.

Note: Clause 17.3 reflects section 372(1) of the Act.

17.4 If a notice of motion to rescind a resolution is given at the meeting at which the resolution is carried, the resolution must not be carried into effect until the motion of rescission has been dealt with.

Note: Clause 17.4 reflects section 372(2) of the Act.

17.5 If a motion has been lost, a motion having the same effect must not be considered unless notice of it has been duly given in accordance with clause 3.9.

Note: Clause 17.5 reflects section 372(3) of the Act.

17.6 A notice of motion to alter or rescind a resolution, and a notice of motion which has the same effect as a motion which has been lost, must be signed by three (3) councillors if less than three (3) months has elapsed since the resolution was passed, or the motion was lost.

Note: Clause 17.6 reflects section 372(4) of the Act.

17.7 If a motion to alter or rescind a resolution has been lost, or if a motion which has the same effect as a previously lost motion is lost, no similar motion may be brought forward within three (3) months of the meeting at which it was lost. This clause may not be evaded by substituting a motion differently worded, but in principle the same.

Note: Clause 17.7 reflects section 372(5) of the Act.

17.8 The provisions of clauses 17.5–17.7 concerning lost motions do not apply to motions of adjournment.

Note: Clause 17.8 reflects section 372(7) of the Act.

17.9 A notice of motion submitted in accordance with clause 17.6 may only be withdrawn under clause 3.10 with the consent of all signatories to the notice of motion.

17.10 A motion to alter or rescind a resolution of the council may be moved on the report of a committee of the council and any such report must be recorded in the minutes of the meeting of the council.

Note: Clause 17.10 reflects section 372(6) of the Act.

17.11 Subject to clause 17.6, in cases of urgency, a motion to alter or rescind a resolution of the council may be moved at the same meeting at which the resolution was adopted, where:

- (a) a notice of motion signed by three councillors is submitted to the chairperson, and
- (b) a motion to have the motion considered at the meeting is passed, and
- (c) the chairperson rules the business that is the subject of the motion is of great urgency on the grounds that it requires a decision by the council before the next scheduled ordinary meeting of the council.

17.12 A motion moved under clause 17.11(b) can be moved without notice. Despite clauses 10.20–10.30, only the mover of a motion referred to in clause 17.11(b) can speak to the motion before it is put.

17.13 A motion of dissent cannot be moved against a ruling by the chairperson under clause 17.11(c).

Recommitting resolutions to correct an error

17.14 Despite the provisions of this Part, a councillor may, with the leave of the chairperson, move to recommit a resolution adopted at the same meeting:

- (a) to correct any error, ambiguity or imprecision in the council's resolution, or
- (b) to confirm the voting on the resolution.

17.15 In seeking the leave of the chairperson to move to recommit a resolution for the purposes of clause 17.14(a), the councillor is to propose alternative wording for the resolution.

17.16 The chairperson must not grant leave to recommit a resolution for the purposes of clause 17.14(a), unless they are satisfied that the proposed alternative wording of the resolution would not alter the substance of the resolution previously adopted at the meeting.

17.17 A motion moved under clause 17.14 can be moved without notice. Despite clauses 10.20–10.30, only the mover of a motion referred to in clause 17.14 can speak to the motion before it is put.

17.18 A motion of dissent cannot be moved against a ruling by the chairperson under clause 17.14.

17.19 A motion moved under clause 17.14 with the leave of the chairperson cannot be voted on unless or until it has been seconded.

18 TIME LIMITS ON COUNCIL MEETINGS

18.1 Meetings of the council and committees of the council are to conclude no later than 11pm, or at the conclusion of the item being discussed, provided that such item being discussed can be concluded by 11.10pm.

18.2 If the business of the meeting is unfinished at 11pm, the council or the committee may, by resolution, extend the time of the meeting.

18.3 If the business of the meeting is unfinished at 11pm, and the council does not resolve to extend the meeting, the chairperson must either:

- (a) defer consideration of the remaining items of business on the agenda to the next ordinary meeting of the council, or
- (b) adjourn the meeting to a time, date and place fixed by the chairperson.

18.4 Clause 18.3 does not limit the ability of the council or a committee of the council to resolve to adjourn a meeting at any time. The resolution adjourning the meeting must fix the time, date and place that the meeting is to be adjourned to.

18.5 Where a meeting is adjourned under clause 18.3 or 18.4, the general manager must:

- (a) individually notify each councillor of the time, date and place at which the meeting will reconvene, and
- (b) publish the time, date and place at which the meeting will reconvene on the council's website and in such other manner that the general manager is satisfied is likely to bring notice of the time, date and place of the reconvened meeting to the attention of as many people as possible.

19 AFTER THE MEETING

Minutes of meetings

19.1 The council is to keep full and accurate minutes of the proceedings of meetings of the council.

Note: Clause 19.1 reflects section 375(1) of the Act.

19.2 At a minimum, the general manager must ensure that the following matters are recorded in the council's minutes:

- (a) details of each motion moved at a council meeting and of any amendments moved to it,
- (b) the names of the mover and seconder of the motion or amendment,
- (c) whether the motion or amendment was passed or lost, and
- (d) such other matters specifically required under this code.

19.3 The minutes of a council meeting must be confirmed at a subsequent meeting of the council.

Note: Clause 19.3 reflects section 375(2) of the Act.

19.4 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

19.5 When the minutes have been confirmed, they are to be signed by the person presiding at the subsequent meeting.

Note: Clause 19.5 reflects section 375(2) of the Act.

19.6 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

19.7 The confirmed minutes of a council meeting must be published on the council's website. This clause does not prevent the council from also publishing unconfirmed minutes of its meetings on its website prior to their confirmation.

Access to correspondence and reports laid on the table at, or submitted to, a meeting

19.8 The council and committees of the council must, during or at the close of a meeting, or during the business day following the meeting, give reasonable access to any person to inspect correspondence and reports laid on the table at, or submitted to, the meeting.

Note: Clause 19.8 reflects section 11(1) of the Act.

19.9 Clause 19.8 does not apply if the correspondence or reports relate to a matter that was received or discussed or laid on the table at, or submitted to, the meeting when the meeting was closed to the public.

Note: Clause 19.9 reflects section 11(2) of the Act.

19.10 Clause 19.8 does not apply if the council or the committee resolves at the meeting, when open to the public, that the correspondence or reports are to be treated as confidential because they

relate to a matter specified in section 10A(2) of the Act.

Note: Clause 19.10 reflects section 11(3) of the Act.

19.11 Correspondence or reports to which clauses 19.9 and 19.10 apply are to be marked with the relevant provision of section 10A(2) of the Act that applies to the correspondence or report.

Implementation of decisions of the council

19.12 The general manager is to implement, without undue delay, lawful decisions of the council.

Note: Clause 19.12 reflects section 335(b) of the Act.

20 COUNCIL COMMITTEES

Application of this Part

20.1 This Part only applies to committees of the council whose members are all councillors.

Council committees whose members are all councillors

20.2 The council may, by resolution, establish such committees as it considers necessary.

20.3 A committee of the council is to consist of the mayor and such other councillors as are elected by the councillors or appointed by the council.

20.4 The quorum for a meeting of a committee of the council is to be:

- (a) such number of members as the council decides, or
- (b) if the council has not decided a number – a majority of the members of the committee.

Functions of committees

20.5 The council must specify the functions of each of its committees when the committee is established, but may from time to time amend those functions.

Notice of committee meetings

20.6 The general manager must send to each councillor, regardless of whether they are a committee member, at least three (3) days before each meeting of the committee, a notice specifying:

- (a) the time, date and place of the meeting, and
- (b) the business proposed to be considered at the meeting.

20.7 Notice of less than three (3) days may be given of a committee meeting called in an emergency.

Attendance at committee meetings

20.8 A committee member (other than the mayor) ceases to be a member of a committee if the committee member:

- (a) has been absent from three (3) consecutive meetings of the committee without having given reasons acceptable to the committee for the member's absences, or
- (b) has been absent from at least half of the meetings of the committee held during the immediately preceding year without having given to the committee acceptable reasons for the member's absences.

20.9 Clause 20.8 does not apply if all of the members of the council are members of the

committee.

Non-members entitled to attend committee meetings

20.10 A councillor who is not a member of a committee of the council is entitled to attend, and to speak at a meeting of the committee. However, the councillor is not entitled:

- (a) to give notice of business for inclusion in the agenda for the meeting, or
- (b) to move or second a motion at the meeting, or
- (c) to vote at the meeting.

Chairperson and deputy chairperson of council committees

20.11 The chairperson of each committee of the council must be:

- (a) the mayor, or
- (b) if the mayor does not wish to be the chairperson of a committee, a member of the committee elected by the council, or
- (c) if the council does not elect such a member, a member of the committee elected by the committee.

20.12 The council may elect a member of a committee of the council as deputy chairperson of the committee. If the council does not elect a deputy chairperson of such a committee, the committee may elect a deputy chairperson.

20.13 If neither the chairperson nor the deputy chairperson of a committee of the council is able or willing to preside at a meeting of the committee, the committee must elect a member of the committee to be acting chairperson of the committee.

20.14 The chairperson is to preside at a meeting of a committee of the council. If the chairperson is unable or unwilling to preside, the deputy chairperson (if any) is to preside at the meeting, but if neither the chairperson nor the deputy chairperson is able or willing to preside, the acting chairperson is to preside at the meeting.

Procedure in committee meetings

20.15 Subject to any specific requirements of this code, each committee of the council may regulate its own procedure. The provisions of this code are to be taken to apply to all committees of the council unless the council or the committee determines otherwise in accordance with this clause.

20.16 Whenever the voting on a motion put to a meeting of the committee is equal, the chairperson of the committee is to have a casting vote as well as an original vote unless the council or the committee determines otherwise in accordance with clause 20.15.

20.17 Voting at a council committee meeting is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system).

Closure of committee meetings to the public

20.18 The provisions of the Act and Part 14 of this code apply to the closure of meetings of committees of the council to the public in the same way they apply to the closure of meetings of the council to the public.

20.19 If a committee of the council passes a resolution, or makes a recommendation, during a meeting, or a part of a meeting that is closed to the public, the chairperson must make the resolution or recommendation public as soon as practicable after the meeting or part of the meeting has ended, and report the resolution or recommendation to the next meeting of the council. The resolution or recommendation must also be recorded in the publicly available minutes of the meeting.

20.20 Resolutions passed during a meeting, or a part of a meeting that is closed to the public must be made public by the chairperson under clause 20.19 during a part of the meeting that is webcast.

Disorder in committee meetings

20.21 The provisions of the Act and this code relating to the maintenance of order in council meetings apply to meetings of committees of the council in the same way as they apply to meetings of the council.

Minutes of council committee meetings

20.22 Each committee of the council is to keep full and accurate minutes of the proceedings of its meetings. At a minimum, a committee must ensure that the following matters are recorded in the committee's minutes:

- (a) details of each motion moved at a meeting and of any amendments moved to it,
- (b) the names of the mover and seconder of the motion or amendment,
- (c) whether the motion or amendment was passed or lost, and
- (d) such other matters specifically required under this code.

20.23 All voting at meetings of committees of the council (including meetings that are closed to the public), must be recorded in the minutes of meetings with the names of councillors who voted for and against each motion or amendment, (including the use of the casting vote), being recorded.

20.24 The minutes of meetings of each committee of the council must be confirmed at a subsequent meeting of the committee.

20.25 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

20.26 When the minutes have been confirmed, they are to be signed by the person presiding at that subsequent meeting.

20.27 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

20.28 The confirmed minutes of a meeting of a committee of the council must be published on the council's website. This clause does not prevent the council from also publishing unconfirmed minutes of meetings of committees of the council on its website prior to their confirmation.

21 IRREGULARITIES

21.1 Proceedings at a meeting of a council or a council committee are not invalidated because of:

- (a) a vacancy in a civic office, or
- (b) a failure to give notice of the meeting to any councillor or committee member, or
- (c) any defect in the election or appointment of a councillor or committee member, or
- (d) a failure of a councillor or a committee member to declare a conflict of interest, or to refrain from the consideration or discussion of, or vote on, the relevant matter, at a council or committee meeting in accordance with the council's code of conduct, or
- (e) a failure to comply with this code.

Note: Clause 21.1 reflects section 374 of the Act.

22 DEFINITIONS

the Act	means the <i>Local Government Act 1993</i>
act of disorder	means an act of disorder as defined in clause 15.11 of this code
amendment	in relation to an original motion, means a motion moving an amendment to that motion
audio recorder	any device capable of recording speech
business day	means any day except Saturday or Sunday or any other day the whole or part of which is observed as a public holiday throughout New South Wales
chairperson	in relation to a meeting of the council – means the person presiding at the meeting as provided by section 369 of the Act and clauses 6.1 and 6.2 of this code, and in relation to a meeting of a committee – means the person presiding at the meeting as provided by clause 20.11 of this code
this code	means the council's adopted code of meeting practice
committee of the council	means a committee established by the council in accordance with clause 20.2 of this code (being a committee consisting only of councillors) or the council when it has resolved itself into committee of the whole under clause 12.1
council official	has the same meaning it has in the Model Code of Conduct for Local Councils in NSW
day	means calendar day
division	means a request by two councillors under clause 11.7 of this code requiring the recording of the names of the councillors who voted both for and against a motion
foreshadowed amendment	means a proposed amendment foreshadowed by a councillor under clause 10.18 of this code during debate on the first amendment
foreshadowed motion	means a motion foreshadowed by a councillor under clause 10.17 of this code during debate on an original motion
open voting	means voting on the voices or by a show of hands or by a visible electronic voting system or similar means
planning decision	means a decision made in the exercise of a function of a council under the Environmental Planning and Assessment Act 1979 including any decision relating to a development application, an environmental planning instrument, a development control plan or a development contribution plan under that Act, but not including the making of an order under Division 9.3 of Part 9 of that Act
performance improvement order	means an order issued under section 438A of the Act
quorum	means the minimum number of councillors or committee members necessary to conduct a meeting
the Regulation	means the Local Government (General) Regulation 2005
webcast	a video or audio broadcast of a meeting transmitted across the internet either concurrently with the meeting or at a later time
year	means the period beginning 1 July and ending the following 30 June

23 REVISION HISTORY

Revision	Date	Change	Ref
1	23/05/2017	Code of Meeting Practice for public exhibition	
2	17/11/2017	Code of Meeting Practice adopted	
3	4/12/2018	Amended to include provisions from the Model Code of Meeting Practice	
4	05/02/2019	Amended at Council Meeting 05/02/2019	
5	12/03/2019	Amended after Public Exhibition of Policy	



**Investment Summary Report
January 2019**

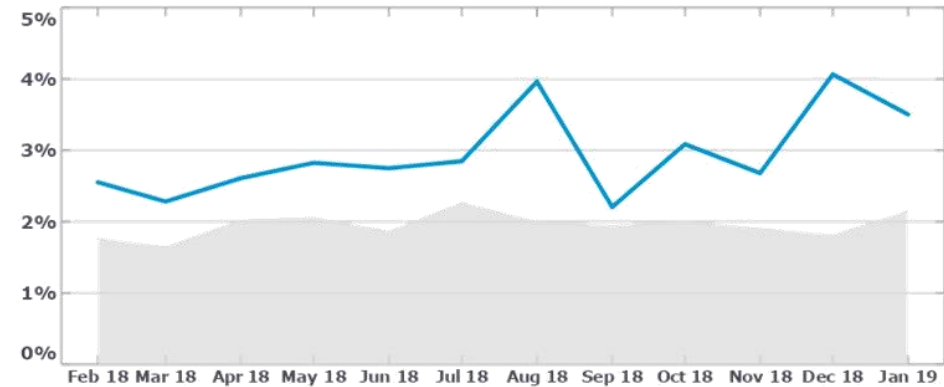
Inner West Council
Executive Summary - January 2019



Investment Holdings

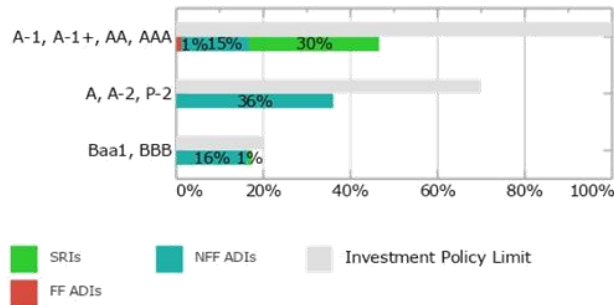
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Bonds	41,044,000.00	42,008,388.40	3.1888
Cash	535,785.33	535,785.33	1.6000
Floating Rate Note	40,700,000.00	40,928,361.06	3.2079
Mortgage Backed Security	1,588,051.34	1,152,639.24	2.5789
Term Deposit	120,500,000.00	122,146,930.96	2.7405
	204,367,836.67	206,772,104.99	2.9194

Investment Performance

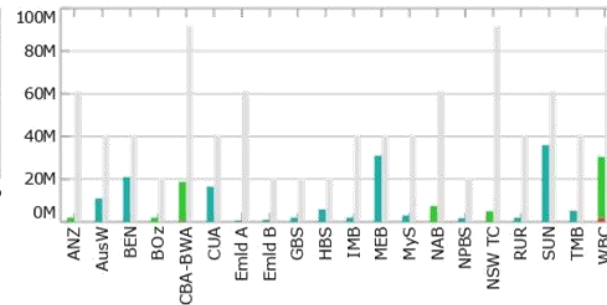


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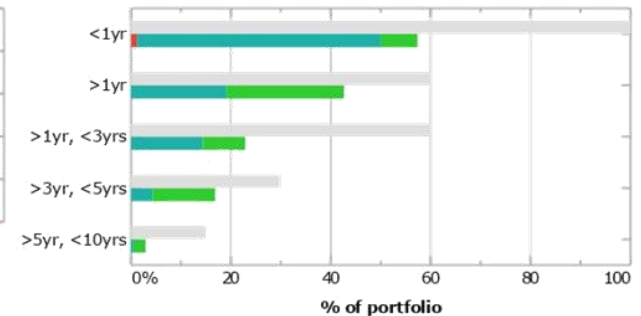
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Individual Exposures



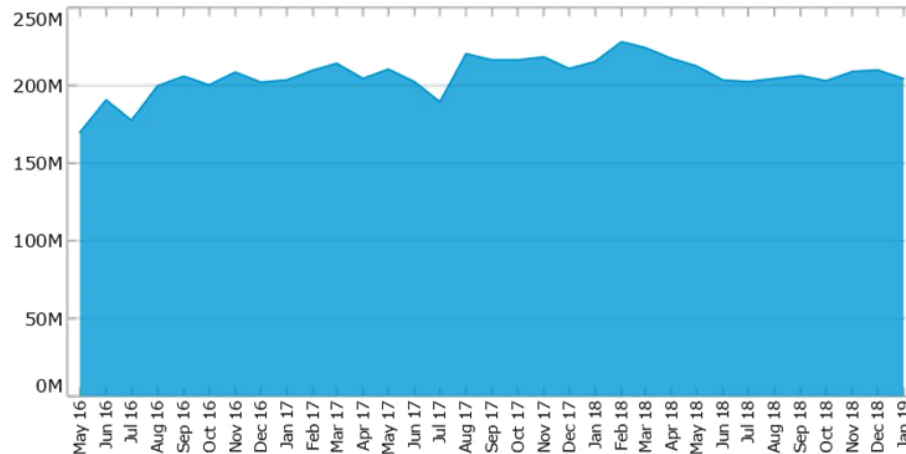
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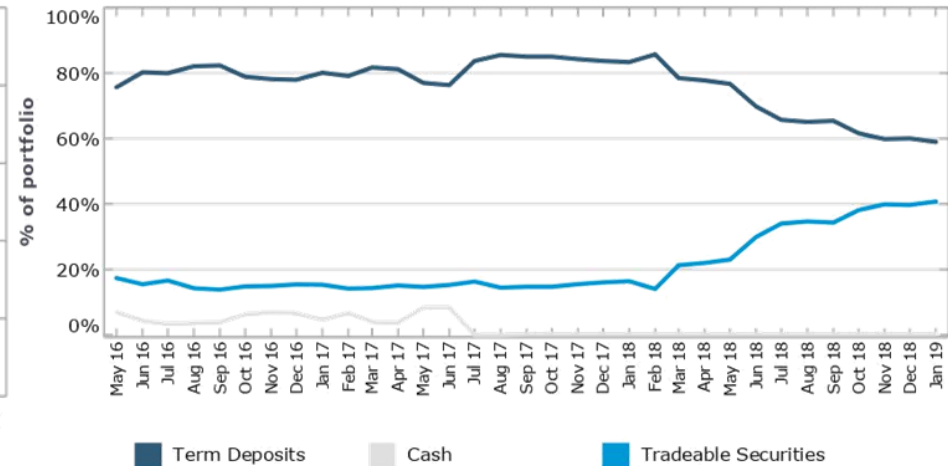
Inner West Council Historical Graphs - January 2019



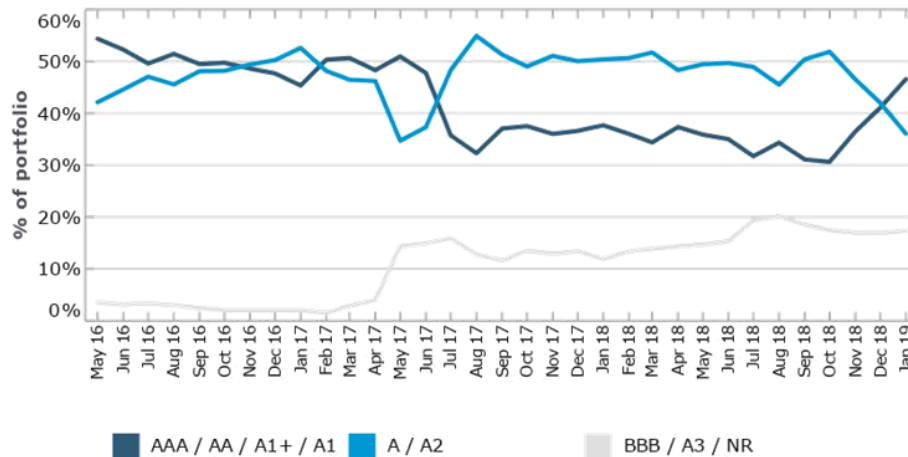
By Balance



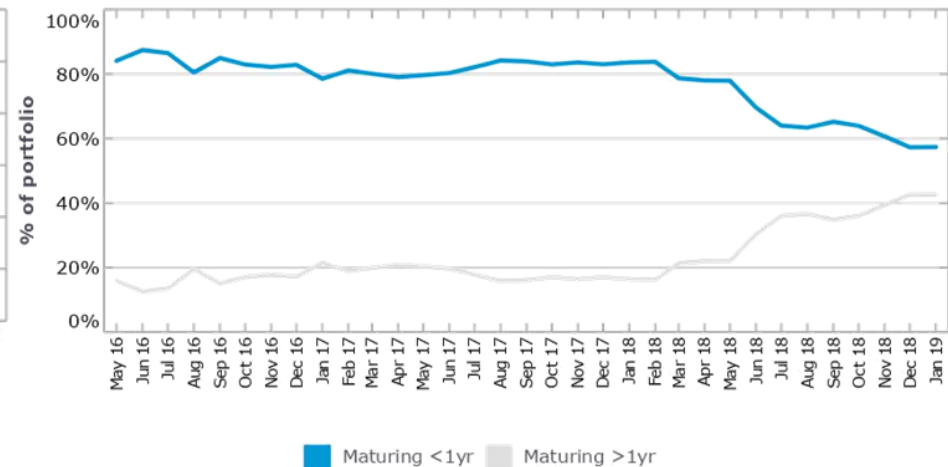
By Investment Type



By Credit Rating



By Maturity



Inner West Council
Investment Holdings Report - January 2019

Cash Accounts

Face Value (\$)	Current Yield	Institution	Credit Rating	Current Value (\$)	Deal No.	Reference
535,785.33	1.6000%	Commonwealth Bank of Australia	A-1+	535,785.33	535861	
535,785.33	1.6000%			535,785.33		

Term Deposits

Maturity Date	Face Value (\$)	Rate	Institution	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
5-Feb-19	2,000,000.00	2.5500%	IMB Ltd	P-2	2,000,000.00	28-Feb-18	2,047,227.40	536322	47,227.40	At Maturity	
5-Feb-19	3,000,000.00	2.6000%	ME Bank	A-2	3,000,000.00	28-Feb-18	3,072,230.14	536323	72,230.14	At Maturity	
14-Feb-19	2,000,000.00	3.0000%	Westpac Group	A-1+	2,000,000.00	14-Feb-17	2,057,863.01	534873	57,863.01	Annually	
19-Feb-19	3,500,000.00	2.7000%	Credit Union Australia	A-2	3,500,000.00	21-Feb-18	3,589,321.92	536252	89,321.92	At Maturity	
13-Mar-19	5,000,000.00	2.6200%	Bendigo and Adelaide Bank	A-2	5,000,000.00	28-Feb-18	5,121,309.59	536321	121,309.59	At Maturity	
13-Mar-19	8,000,000.00	2.7000%	Auswide Bank	P-2	8,000,000.00	15-Mar-18	8,191,145.21	536439	191,145.21	At Maturity	
26-Mar-19	10,000,000.00	2.7500%	ME Bank	A-2	10,000,000.00	21-Dec-18	10,031,643.84	537437	31,643.84	At Maturity	
12-Apr-19	5,000,000.00	2.7500%	Suncorp Bank	A-1	5,000,000.00	27-Apr-18	5,105,479.45	536556	105,479.45	At Maturity	
26-Apr-19	15,000,000.00	2.7500%	Suncorp Bank	A-1	15,000,000.00	27-Apr-18	15,316,438.36	536555	316,438.36	At Maturity	
7-May-19	2,000,000.00	2.8400%	Rural Bank	A-2	2,000,000.00	31-May-18	2,038,281.64	536680	38,281.64	At Maturity	
14-May-19	3,000,000.00	2.8000%	MyState Bank	P-2	3,000,000.00	31-May-18	3,056,613.70	536679	56,613.70	At Maturity	
21-May-19	3,000,000.00	2.8000%	ME Bank	A-2	3,000,000.00	31-May-18	3,056,613.70	536681	56,613.70	At Maturity	
28-May-19	3,000,000.00	2.8000%	ME Bank	A-2	3,000,000.00	31-May-18	3,056,613.70	536683	56,613.70	At Maturity	
24-Jun-19	6,000,000.00	2.7000%	Suncorp Bank	A-1	6,000,000.00	30-Aug-18	6,068,794.52	537030	68,794.52	At Maturity	
26-Jun-19	5,000,000.00	2.7000%	Credit Union Australia	A-2	5,000,000.00	28-Sep-18	5,046,602.74	537168	46,602.74	At Maturity	
29-Jul-19	8,000,000.00	2.8500%	ME Bank	A-2	8,000,000.00	31-Jul-18	8,115,561.64	536900	115,561.64	At Maturity	
29-Jul-19	5,000,000.00	2.7500%	Suncorp Bank	A-1	5,000,000.00	31-Jan-19	5,000,376.71	537492	376.71	At Maturity	
4-Sep-19	3,000,000.00	2.8500%	Auswide Bank	P-2	3,000,000.00	31-Jul-18	3,043,335.62	536897	43,335.62	At Maturity	
23-Sep-19	5,000,000.00	2.7500%	Credit Union Australia	A-2	5,000,000.00	28-Sep-18	5,047,465.75	537169	47,465.75	At Maturity	
30-Oct-19	4,000,000.00	2.9000%	Bendigo and Adelaide Bank	A-2	4,000,000.00	30-Oct-17	4,029,873.97	535897	29,873.97	Annually	

Inner West Council
Investment Holdings Report - January 2019

Term Deposits

Maturity Date	Face Value (\$)	Rate	Institution	Credit Rating	Purchase Price (\$)	Purchase Date	Current Value (\$)	Deal No.	Accrued Interest (\$)	Coupon Frequency	Reference
29-Nov-19	5,000,000.00	2.6700%	Westpac Group	A-1+	5,000,000.00	30-Nov-18	5,023,042.47	537363	23,042.47	Quarterly	Green
19-Dec-19	2,500,000.00	2.6700%	Westpac Group	A-1+	2,500,000.00	21-Dec-18	2,507,680.82	537433	7,680.82	Quarterly	Green
21-Jan-20	2,500,000.00	2.6700%	Westpac Group	A-1+	2,500,000.00	21-Dec-18	2,507,680.82	537434	7,680.82	Quarterly	Green
28-Jan-20	5,000,000.00	2.7200%	Westpac Group	A-1+	5,000,000.00	31-Jan-19	5,000,372.60	537493	372.60	Quarterly	Green
20-Mar-20	2,500,000.00	2.6700%	Westpac Group	AA-	2,500,000.00	21-Dec-18	2,507,680.82	537435	7,680.82	Quarterly	Green
21-Apr-20	2,500,000.00	2.6700%	Westpac Group	AA-	2,500,000.00	21-Dec-18	2,507,680.82	537436	7,680.82	Quarterly	Green
120,500,000.00 2.7405%			120,500,000.00			122,146,930.96		1,646,930.96			

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
28-Oct-19	1,200,000.00	3.4742%	TMB Snr FRN (Oct19) BBSW+1.40%	A-2	1,200,000.00	28-Oct-16	1,202,946.66	534461	342.66	29-Apr-19	
21-Feb-20	3,000,000.00	3.0400%	BEN Snr FRN (Feb20) BBSW+1.10%	BBB+	3,000,000.00	21-Nov-16	3,028,580.14	534538	17,990.14	21-Feb-19	
24-Feb-20	1,000,000.00	3.3900%	GBS Snr FRN (Feb20) BBSW+1.45%	BBB	1,000,000.00	24-Feb-17	1,006,146.13	534887	6,222.74	25-Feb-19	
24-Feb-20	1,000,000.00	3.3900%	GBS Snr FRN (Feb20) BBSW+1.45%	BBB	1,000,000.00	24-Feb-17	1,006,146.13	534888	6,222.74	25-Feb-19	
20-Mar-20	1,500,000.00	3.3626%	CUA Snr FRN (Mar20) BBSW+1.30%	BBB	1,500,000.00	20-Mar-17	1,510,832.13	534992	5,942.13	20-Mar-19	
20-Mar-20	1,500,000.00	3.3626%	CUA Snr FRN (Mar20) BBSW+1.30%	BBB	1,500,000.00	20-Mar-17	1,510,832.13	534993	5,942.13	20-Mar-19	
6-Apr-20	2,000,000.00	3.3100%	ME Bank Snr FRN (Apr20) BBSW+1.25%	BBB	2,000,000.00	6-Apr-17	2,008,394.25	535107	4,534.25	8-Apr-19	
18-Aug-20	2,000,000.00	3.0400%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	2,000,000.00	18-Aug-15	2,020,326.58	505171	12,326.58	18-Feb-19	
18-Aug-20	1,000,000.00	3.0400%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	1,000,000.00	18-Aug-15	1,010,163.29	505174	6,163.29	18-Feb-19	
18-Aug-20	2,000,000.00	3.0400%	BEN Snr FRN (Aug20) BBSW+1.10%	BBB+	2,000,000.00	18-Aug-15	2,020,326.58	505175	12,326.58	18-Feb-19	
9-Nov-20	2,000,000.00	3.1907%	ME Bank Snr FRN (Nov20) BBSW+1.25%	BBB	2,000,000.00	9-Nov-17	2,017,365.96	535918	14,685.96	11-Feb-19	
29-Mar-21	5,800,000.00	3.3200%	HBS Snr FRN (Mar21) BBSW+1.23%	Baa1	5,800,000.00	29-Mar-18	5,820,651.97	536454	16,881.97	29-Mar-19	
2-Jul-21	4,000,000.00	3.4525%	TMB Snr FRN (Jul21) BBSW+1.37%	BBB	4,000,000.00	2-Jul-18	4,023,430.68	536788	11,350.68	2-Apr-19	
30-Aug-21	2,000,000.00	3.2500%	BOz 'SRI' Snr FRN (Aug21) BBSW+1.30%	BBB	2,000,000.00	30-Aug-18	2,015,459.18	536986	11,219.18	28-Feb-19	

Inner West Council
Investment Holdings Report - January 2019

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 Reference Date
19-Jan-22	2,500,000.00	3.0838%	BEN Snr FRN (Jan22) BBSW+1.01%	BBB+	2,500,000.00	19-Oct-18	2,500,948.41	537202	2,323.41	23-Apr-19
16-Aug-22	1,000,000.00	2.9110%	SUN Snr FRN (Aug22) BBSW+0.97%	A+	1,000,000.00	16-Aug-17	1,005,711.01	535607	6,141.01	18-Feb-19
16-Aug-22	4,000,000.00	2.9110%	SUN Snr FRN (Aug22) BBSW+0.97%	A+	4,037,600.00	31-Oct-18	4,022,844.05	537263	24,564.05	18-Feb-19
25-Jan-23	1,500,000.00	3.1295%	BEN Snr FRN (Jan23) BBSW+1.05%	BBB+	1,500,000.00	25-Jan-18	1,492,575.27	536141	900.27	26-Apr-19
6-Feb-23	1,700,000.00	3.3409%	NPBS Snr FRN (Feb23) BBSW+1.40%	BBB	1,700,000.00	6-Feb-18	1,704,680.51	536175	13,537.51	6-Feb-19
40,700,000.00		3.2079%			40,737,600.00		40,928,361.06		179,617.28	

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	2,029,334.29	505284	10,714.29	3.3850%
3-Jun-21	1,900,000.00	3.1000%	WBC 'Climate' Snr Bond (Jun21) 3.10%	AA-	1,910,906.00	7-Jun-18	1,927,701.79	536702	9,708.79	2.9100%
3-Jun-21	6,500,000.00	3.1000%	WBC 'Climate' Snr Bond (Jun21) 3.10%	AA-	6,536,725.00	13-Jun-18	6,594,769.29	536720	33,214.29	2.9300%
24-Mar-22	3,444,000.00	3.2500%	NAB 'Social' Snr Bond (Mar22) 3.25%	AA-	3,502,479.12	26-Jun-18	3,532,638.72	536771	39,975.00	3.0000%
24-Mar-22	4,000,000.00	3.2500%	NAB 'Social' Snr Bond (Mar22) 3.25%	AA-	4,066,280.00	1-Nov-18	4,102,948.57	537279	46,428.57	2.8400%
31-Mar-22	10,000,000.00	3.2500%	CBA 'Climate' Snr Bond (Mar22) 3.25%	AA-	10,088,200.00	28-Mar-18	10,253,530.39	536469	109,530.39	3.0348%
31-Mar-22	1,100,000.00	3.2500%	CBA 'Climate' Snr Bond (Mar22) 3.25%	AA-	1,111,198.00	22-May-18	1,127,888.34	536652	12,048.34	3.1115%
31-Mar-22	3,100,000.00	3.2500%	CBA 'Climate' Snr Bond (Mar22) 3.25%	AA-	3,143,462.00	13-Jun-18	3,178,594.42	536721	33,954.42	3.0592%
31-Mar-22	4,000,000.00	3.2500%	CBA 'Climate' Snr Bond (Mar22) 3.25%	AA-	4,083,240.00	31-Jul-18	4,101,412.15	536896	43,812.15	2.9908%
15-Nov-28	5,000,000.00	3.0000%	NSWTC 'Green' Snr Bond (Nov28) 3.00%	AAA	4,900,300.00	15-Nov-18	5,159,570.44	537310	32,320.44	3.2350%
41,044,000.00					41,330,470.12		42,008,388.40		371,706.68	3.0316%

Inner West Council
Investment Holdings Report - January 2019



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	588,051.34	2.3900%	Emerald Reverse Mortgage (2006A)	AA	1,000,000.00	17-Jul-06	467,332.94	310321	2,772.38	
23-Aug-27	1,000,000.00	2.6900%	Emerald Reverse Mortgage (2006B)	BBB	1,000,000.00	17-Jul-06	685,306.30	310334	5,306.30	
	1,588,051.34	2.5789%			2,000,000.00		1,152,639.24		8,078.68	

Inner West Council
 Accrued Interest Report - January 2019


Accrued Interest Report									
Investment	Deal No.	Ref	Face Value (\$)	Settlement Date	Maturity Date	Interest Received (\$)	Days	Interest Accrued (\$)	Percentage Return
Bonds									
ANZ 'Green' Snr Bond (Jun20) 3.25%	505284		2,000,000.00	03-Jun-15	03-Jun-20		31	5,535.72	3.26%
WBC 'Climate' Snr Bond (Jun21) 3.10%	536702		1,900,000.00	07-Jun-18	03-Jun-21		31	5,016.21	3.11%
WBC 'Climate' Snr Bond (Jun21) 3.10%	536720		6,500,000.00	13-Jun-18	03-Jun-21		31	17,160.72	3.11%
NAB 'Social' Snr Bond (Mar22) 3.25%	536771		3,444,000.00	26-Jun-18	24-Mar-22		31	9,532.50	3.26%
NAB 'Social' Snr Bond (Mar22) 3.25%	537279		4,000,000.00	01-Nov-18	24-Mar-22		31	11,071.43	3.26%
CBA 'Climate' Snr Bond (Mar22) 3.25%	536469		10,000,000.00	29-Mar-18	31-Mar-22		31	27,831.49	3.28%
CBA 'Climate' Snr Bond (Mar22) 3.25%	536652		1,100,000.00	24-May-18	31-Mar-22		31	3,061.46	3.28%
CBA 'Climate' Snr Bond (Mar22) 3.25%	536721		3,100,000.00	13-Jun-18	31-Mar-22		31	8,627.76	3.28%
CBA 'Climate' Snr Bond (Mar22) 3.25%	536896		4,000,000.00	31-Jul-18	31-Mar-22		31	11,132.59	3.28%
NSWTC 'Green' Snr Bond (Nov28) 3.00%	537310		5,000,000.00	15-Nov-18	15-Nov-28		31	12,845.30	3.02%
Bonds Total								111,815.18	3.21%
Cash									
Commonwealth Bank of Australia	535861		535,785.33			727.09	31	727.09	1.60%
Cash Total						727.09		727.09	1.60%
Floating Rate Note									
TMB Snr FRN (Oct19) BBSW+1.40%	534461		1,200,000.00	28-Oct-16	28-Oct-19	10,026.74	31	3,394.28	3.33%
BEN Snr FRN (Feb20) BBSW+1.10%	534538		3,000,000.00	21-Nov-16	21-Feb-20		31	7,745.76	3.04%
GBS Snr FRN (Feb20) BBSW+1.45%	534887		1,000,000.00	24-Feb-17	24-Feb-20		31	2,879.18	3.39%
GBS Snr FRN (Feb20) BBSW+1.45%	534888		1,000,000.00	24-Feb-17	24-Feb-20		31	2,879.18	3.39%
CUA Snr FRN (Mar20) BBSW+1.30%	534993		1,500,000.00	20-Mar-17	20-Mar-20		31	4,283.86	3.36%
CUA Snr FRN (Mar20) BBSW+1.30%	534992		1,500,000.00	20-Mar-17	20-Mar-20		31	4,283.86	3.36%
ME Bank Snr FRN (Apr20) BBSW+1.25%	535107		2,000,000.00	06-Apr-17	06-Apr-20	15,853.95	31	5,579.57	3.28%

Inner West Council
 Accrued Interest Report - January 2019


Accrued Interest Report									
Investment	Deal No.	Ref	Face Value (\$)	Settlement Date	Maturity Date	Interest Received (\$)	Days	Interest Accrued (\$)	Percentage Return
BEN Snr FRN (Aug20) BBSW+1.10%	505174		1,000,000.00	18-Aug-15	18-Aug-20		31	2,581.92	3.04%
BEN Snr FRN (Aug20) BBSW+1.10%	505175		2,000,000.00	18-Aug-15	18-Aug-20		31	5,163.84	3.04%
BEN Snr FRN (Aug20) BBSW+1.10%	505171		2,000,000.00	18-Aug-15	18-Aug-20		31	5,163.84	3.04%
ME Bank Snr FRN (Nov20) BBSW+1.25%	535918		2,000,000.00	09-Nov-17	09-Nov-20		31	5,419.82	3.19%
HBS Snr FRN (Mar21) BBSW+1.23%	536454		5,800,000.00	29-Mar-18	29-Mar-21		31	16,354.41	3.32%
TMB Snr FRN (Jul21) BBSW+1.37%	536788		4,000,000.00	02-Jul-18	02-Jul-21	33,332.73	31	11,712.99	3.45%
BOz 'SRI' Snr FRN (Aug21) BBSW+1.30%	536986		2,000,000.00	30-Aug-18	30-Aug-21		31	5,520.55	3.25%
BEN Snr FRN (Jan22) BBSW+1.01%	537202		2,500,000.00	19-Oct-18	19-Jan-22	18,936.49	31	6,352.45	2.99%
SUN Snr FRN (Aug22) BBSW+0.97%	535607		1,000,000.00	16-Aug-17	16-Aug-22		31	2,472.35	2.91%
SUN Snr FRN (Aug22) BBSW+0.97%	537263		4,000,000.00	31-Oct-18	16-Aug-22		31	9,889.42	2.91%
BEN Snr FRN (Jan23) BBSW+1.05%	536141		1,500,000.00	25-Jan-18	25-Jan-23	11,229.04	31	3,829.58	3.01%
NPBS Snr FRN (Feb23) BBSW+1.40%	536175		1,700,000.00	06-Feb-18	06-Feb-23		31	4,823.71	3.34%
Floating Rate Note Total						89,378.95		110,330.57	3.19%
<u>Mortgage Backed Securities</u>									
Emerald Reverse Mortgage Series 2006-1 Class A	310321		588,051.34	17-Jul-06	22-Aug-22		31	1,193.66	2.39%
Emerald Reverse Mortgage Series 2006-1 Class B	310334		1,000,000.00	17-Jul-06	23-Aug-27		31	2,284.66	2.69%
Mortgage Backed Securities Total								3,478.32	2.58%
<u>Term Deposits</u>									
ME Bank	536331		4,000,000.00	28-Feb-18	07-Jan-19	89,183.56	6	1,709.59	2.60%
Suncorp Bank	536332		1,000,000.00	28-Feb-18	07-Jan-19	21,009.59	6	402.74	2.45%
Bank of Queensland	534764		2,000,000.00	12-Jan-17	14-Jan-19	60,328.77	13	2,136.99	3.00%
Bendigo and Adelaide Bank	536320		5,000,000.00	28-Feb-18	14-Jan-19	113,972.60	13	4,630.13	2.60%
Credit Union Australia	536251		3,500,000.00	21-Feb-18	22-Jan-19	86,090.41	21	5,396.71	2.68%

Inner West Council
 Accrued Interest Report - January 2019


Accrued Interest Report									
Investment	Deal No.	Ref	Face Value (\$)	Settlement Date	Maturity Date	Interest Received (\$)	Days	Interest Accrued (\$)	Percentage Return
IMB Ltd	536322		2,000,000.00	28-Feb-18	05-Feb-19		31	4,331.51	2.55%
ME Bank	536323		3,000,000.00	28-Feb-18	05-Feb-19		31	6,624.66	2.60%
Westpac Group	534873		2,000,000.00	14-Feb-17	14-Feb-19		31	5,095.89	3.00%
Credit Union Australia	536252		3,500,000.00	21-Feb-18	19-Feb-19		31	8,026.03	2.70%
Bendigo and Adelaide Bank	536321		5,000,000.00	28-Feb-18	13-Mar-19		31	11,126.03	2.62%
Auswide Bank	536439		8,000,000.00	15-Mar-18	13-Mar-19		31	18,345.21	2.70%
ME Bank	537437		10,000,000.00	21-Dec-18	26-Mar-19		31	23,356.17	2.75%
Suncorp Bank	536556		5,000,000.00	27-Apr-18	12-Apr-19		31	11,678.08	2.75%
Suncorp Bank	536555		15,000,000.00	27-Apr-18	26-Apr-19		31	35,034.25	2.75%
Rural Bank	536680		2,000,000.00	31-May-18	07-May-19		31	4,824.11	2.84%
MyState Bank	536679		3,000,000.00	31-May-18	14-May-19		31	7,134.25	2.80%
ME Bank	536681		3,000,000.00	31-May-18	21-May-19		31	7,134.25	2.80%
ME Bank	536683		3,000,000.00	31-May-18	28-May-19		31	7,134.25	2.80%
Suncorp Bank	537030		6,000,000.00	30-Aug-18	24-Jun-19		31	13,758.90	2.70%
Credit Union Australia	537168		5,000,000.00	28-Sep-18	26-Jun-19		31	11,465.75	2.70%
ME Bank	536900		8,000,000.00	31-Jul-18	29-Jul-19		31	19,364.38	2.85%
Suncorp Bank	537492		5,000,000.00	31-Jan-19	29-Jul-19		1	376.71	2.75%
Auswide Bank	536897		3,000,000.00	31-Jul-18	04-Sep-19		31	7,261.65	2.85%
Credit Union Australia	537169		5,000,000.00	28-Sep-18	23-Sep-19		31	11,678.08	2.75%
Bendigo and Adelaide Bank	535897		4,000,000.00	30-Oct-17	30-Oct-19		31	9,852.05	2.90%
Westpac Group	537363		5,000,000.00	30-Nov-18	29-Nov-19		31	11,338.36	2.67%
Westpac Group	537433		2,500,000.00	21-Dec-18	19-Dec-19		31	5,669.18	2.67%
Westpac Group	537434		2,500,000.00	21-Dec-18	21-Jan-20		31	5,669.18	2.67%

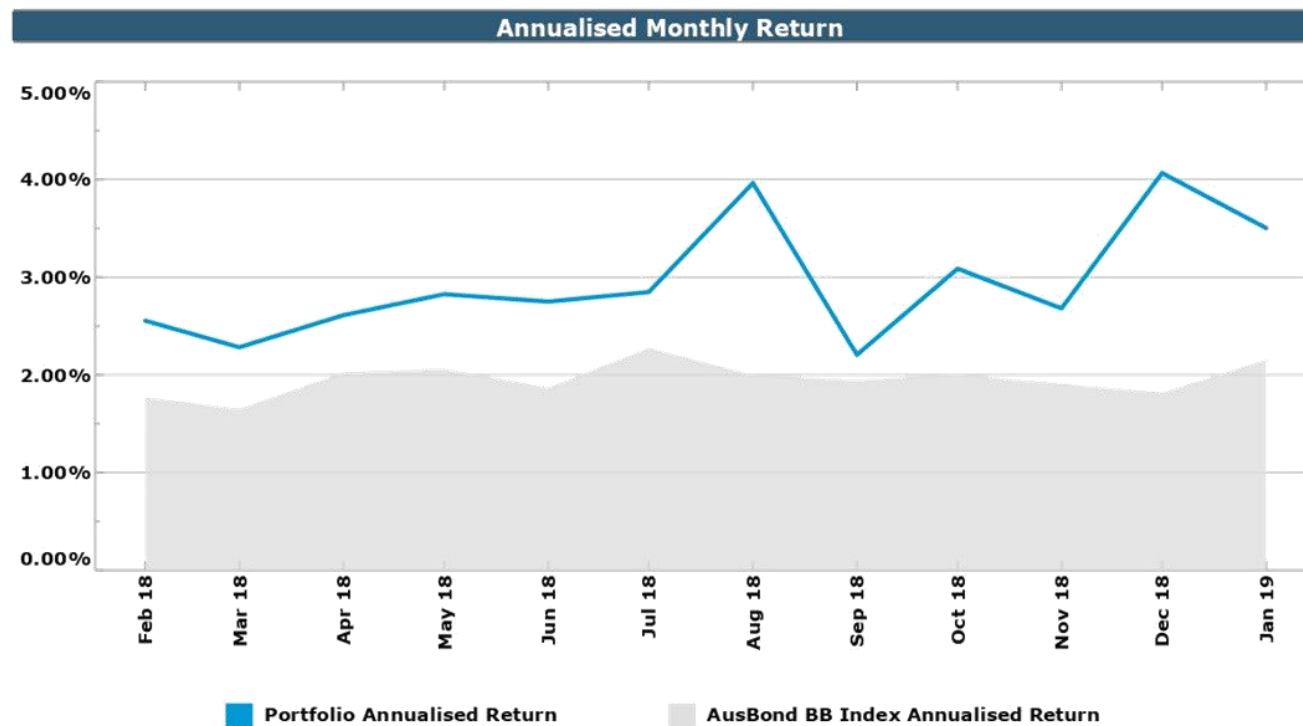
Inner West Council
Accrued Interest Report - January 2019



Accrued Interest Report									
Investment	Deal No.	Ref	Face Value (\$)	Settlement Date	Maturity Date	Interest Received (\$)	Days	Interest Accrued (\$)	Percentage Return
Westpac Group	537493		5,000,000.00	31-Jan-19	28-Jan-20		1	372.60	2.72%
Westpac Group	537435		2,500,000.00	21-Dec-18	20-Mar-20		31	5,669.18	2.67%
Westpac Group	537436		2,500,000.00	21-Dec-18	21-Apr-20		31	5,669.18	2.67%
Term Deposits Total						370,584.93		272,266.05	2.74%
						460,690.97		498,617.21	<u>2.92%</u>

Inner West Council

Investment Performance Report - January 2019



Historical Performance Summary

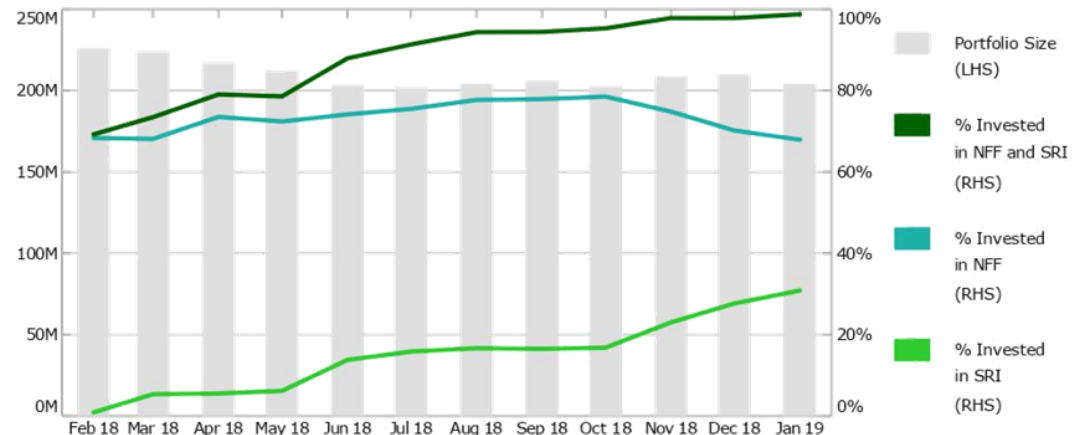
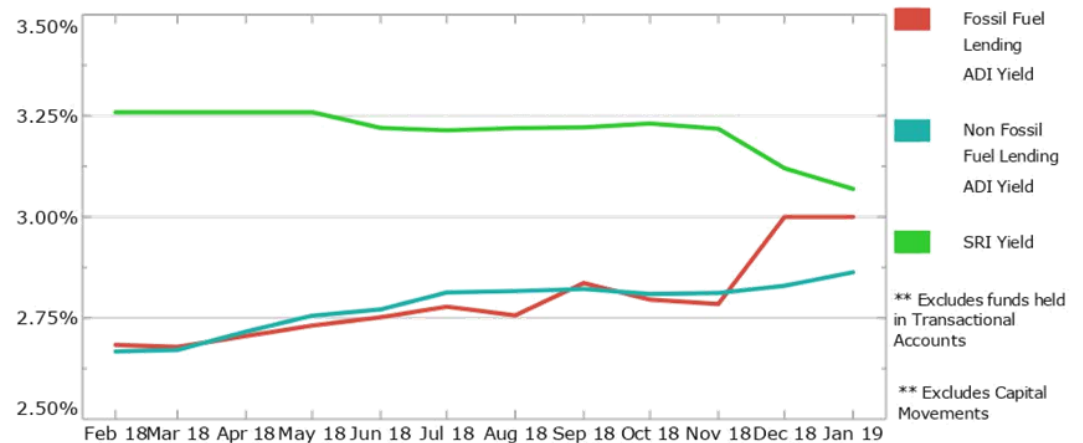
	Portfolio	AusBond BB Index	Outperformance
Jan 2019	3.50%	2.14%	1.36%
Last 3 Months	3.37%	1.95%	1.42%
Last 6 Months	3.21%	1.96%	1.25%
Financial Year to Date	3.15%	2.01%	1.14%
Last 12 months	2.91%	1.95%	0.96%

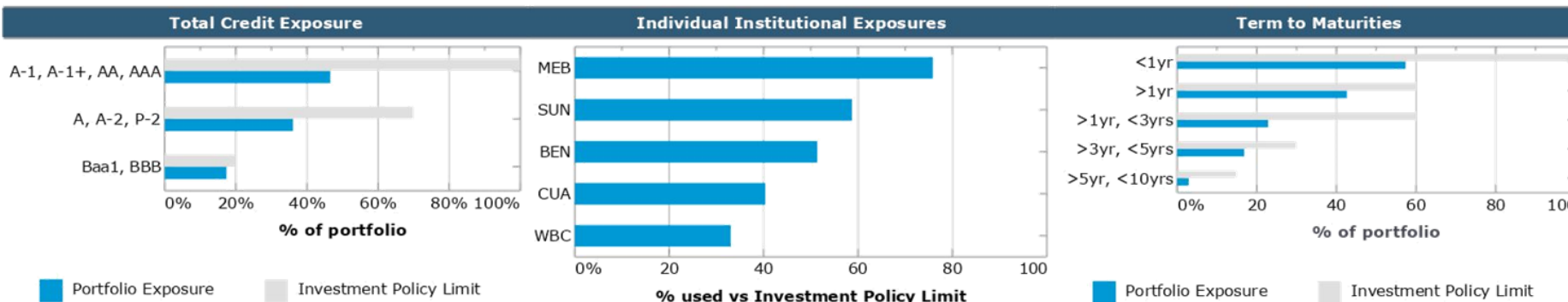
Inner West Council
Environmental Commitments Report - January 2019

Current Breakdown

ADI Lending Status *	Current Month (\$)	Previous Month (\$)
Fossil Fuel Lending ADIs		
Bank of Queensland	0	2,000,000
Commonwealth Bank of Australia	535,785	535,058
Westpac Group	2,000,000	2,000,000
	2,535,785 1%	4,535,058 2%
Non Fossil Fuel Lending ADIs		
Auswide Bank	11,000,000	11,000,000
Bendigo and Adelaide Bank	21,000,000	26,000,000
Credit Union Australia	16,500,000	20,000,000
Emerald Reverse Mortgage (2006A)	588,051	588,051
Emerald Reverse Mortgage (2006B)	1,000,000	1,000,000
Greater Bank	2,000,000	2,000,000
Heritage Bank	5,800,000	5,800,000
IMB Ltd	2,000,000	2,000,000
Members Equity Bank	31,000,000	35,000,000
MyState Bank	3,000,000	3,000,000
Newcastle Permanent Building Society	1,700,000	1,700,000
Rural Bank	2,000,000	2,000,000
Suncorp Bank	36,000,000	32,000,000
Teachers Mutual Bank	5,200,000	5,200,000
	138,788,051 68%	147,288,051 70%
Socially Responsible Investments		
ANZ Group (Green)	2,000,000	2,000,000
Bank Australia (Sustainability)	2,000,000	2,000,000
CBA (Climate)	18,200,000	18,200,000
National Australia Bank (Social)	7,444,000	7,444,000
NSW T-Corp (Green)	5,000,000	5,000,000
Westpac Group (Climate)	8,400,000	8,400,000
Westpac Group (Green TD)	20,000,000	15,000,000
	63,044,000 31%	58,044,000 28%
	204,367,837	209,867,110

* source: <http://www.marketforces.org.au>

Historical Portfolio Exposure to NFF Lending ADIs and SRIs

Weighted Average Yield - FF vs NFF Lending ADIs vs SRIs


Inner West Council
Investment Policy Compliance Report - January 2019


	Credit Rating	Face Value (\$)	Policy Max
Long Term	AA	41,632,051	
Long Term	AAA	5,000,000	
Short Term	A-1	31,000,000	
Short Term	A-1+	17,535,785	
		95,167,837	47% 100% ✓
Long Term	A	5,000,000	
Short Term	A-2	52,700,000	
Short Term	P-2	16,000,000	
		73,700,000	36% 70% ✓
Long Term	Baa1	5,800,000	
Long Term	BBB	29,700,000	
		35,500,000	17% 20% ✓
		204,367,837	100%

✓ = compliant
X = non-compliant

	% used vs Investment Policy Limit
Members Equity Bank (A-2, BBB)	76% ✓
Suncorp Bank (A-1, A+)	59% ✓
Bendigo and Adelaide Bank (A-2, BBB+)	51% ✓
Credit Union Australia (A-2, BBB)	40% ✓
Westpac Group (A-1+, AA-)	33% ✓
Heritage Bank (P-2, Baa1)	28% ✓
Auswide Bank (P-2, Baa2)	27% ✓
Commonwealth Bank of Australia (A-1+, AA-)	20% ✓
Teachers Mutual Bank (A-2, BBB)	13% ✓
National Australia Bank (A-1+, AA-)	12% ✓
Greater Bank (A-2, BBB)	10% ✓
Bank Australia (A-2, BBB)	10% ✓
Newcastle Permanent Building Society (A-2, BBB)	8% ✓

Maturity Profile	Face Value (\$)	Policy Max
Less than 1yr	117,235,785	57% 100% ✓
Greater than 1yr	87,132,051	43% 60% ✓
a. Between 1 and 3yrs	46,700,000	23% 60% ✓
b. Between 3 and 5yrs	34,432,051	17% 30% ✓
c. Between 5 and 10yrs	6,000,000	3% 15% ✓
	204,367,837	
Detailed Maturity Profile	Face Value (\$)	
00. Cash + Managed Funds	535,785	0%
01. Less Than 30 Days	10,500,000	5%
02. Between 30 Days and 60 Days	23,000,000	11%
03. Between 60 Days and 90 Days	20,000,000	10%
04. Between 90 Days and 180 Days	35,000,000	17%
05. Between 180 Days and 365 Days	28,200,000	14%
06. Between 365 Days and 3 Years	46,700,000	23%
07. Between 3 Years and 5 Years	34,432,051	17%
08. Between 5 Years and 10 Years	6,000,000	3%
	204,367,837	

Inner West Council

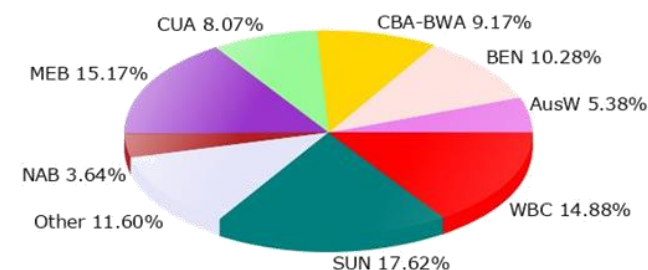
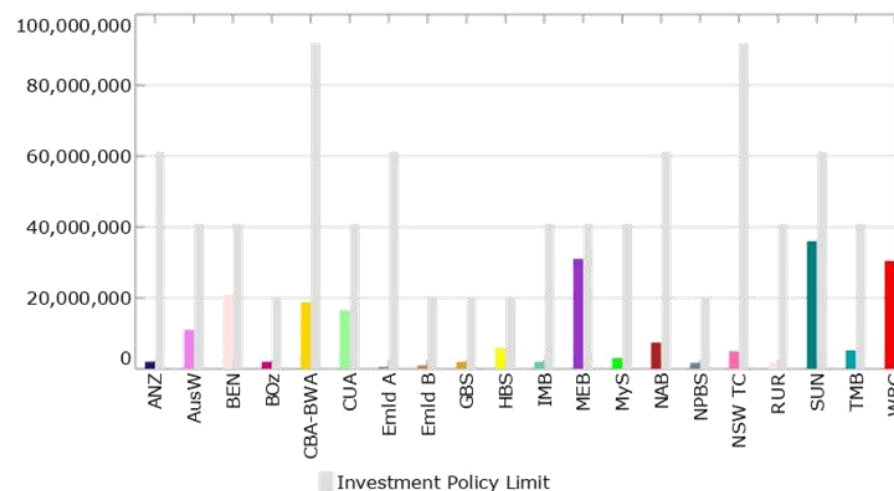
Individual Institutional Exposures Report - January 2019



Individual Institutional Exposures

Parent Group	Credit Rating	Portfolio Exposure (\$)	Investment Policy Limit (\$)
ANZ Group	A-1+, AA-	2,000,000	61,310,351
Auswide Bank	P-2, Baa2	11,000,000	40,873,567
Bank Australia	A-2, BBB	2,000,000	20,436,784
Bendigo and Adelaide Bank	A-2, BBB+	21,000,000	40,873,567
Commonwealth Bank of Australia	A-1+, AA-	18,735,785	91,965,527
Credit Union Australia	A-2, BBB	16,500,000	40,873,567
Emerald Reverse Mortgage (2006A)	AA	588,051	61,310,351
Emerald Reverse Mortgage (2006B)	BBB	1,000,000	20,436,784
Greater Bank	A-2, BBB	2,000,000	20,436,784
Heritage Bank	P-2, Baa1	5,800,000	20,436,784
IMB Ltd	P-2, Baa1	2,000,000	40,873,567
Members Equity Bank	A-2, BBB	31,000,000	40,873,567
MyState Bank	P-2, Baa1	3,000,000	40,873,567
National Australia Bank	A-1+, AA-	7,444,000	61,310,351
Newcastle Permanent Building Society	A-2, BBB	1,700,000	20,436,784
NSW T-Corp Bonds	A-1+, AAA	5,000,000	91,965,527
Rural Bank	A-2, BBB+	2,000,000	40,873,567
Suncorp Bank	A-1, A+	36,000,000	61,310,351
Teachers Mutual Bank	A-2, BBB	5,200,000	40,873,567
Westpac Group	A-1+, AA-	30,400,000	91,965,527
		204,367,837	

Individual Institutional Exposure Charts



Inner West Council
 Cash Flows Report - January 2019

Current Month Cashflows

<u>Transaction Date</u>	<u>Deal No.</u>	<u>Cashflow Counterparty</u>	<u>Asset Type</u>	<u>Cashflow Description</u>	<u>Cashflow Received</u>
2-Jan-19	536788	Teachers Mutual Bank	Floating Rate Note	Coupon - Received	33,332.73
<u>Deal Total</u>					<u>33,332.73</u>
Day Total					33,332.73
7-Jan-19	535107	ME Bank	Floating Rate Note	Coupon - Received	15,853.95
<u>Deal Total</u>					<u>15,853.95</u>
	536331	ME Bank	Term Deposits	Maturity Face Value - Received	4,000,000.00
		ME Bank	Term Deposits	Interest - Received	89,183.56
<u>Deal Total</u>					<u>4,089,183.56</u>
	536332	Suncorp Bank	Term Deposits	Maturity Face Value - Received	1,000,000.00
		Suncorp Bank	Term Deposits	Interest - Received	21,009.59
<u>Deal Total</u>					<u>1,021,009.59</u>
Day Total					5,126,047.10
14-Jan-19	534764	Bank of Queensland	Term Deposits	Maturity Face Value - Received	2,000,000.00
		Bank of Queensland	Term Deposits	Interest - Received	60,328.77
<u>Deal Total</u>					<u>2,060,328.77</u>
	536320	Bendigo and Adelaide Bank	Term Deposits	Maturity Face Value - Received	5,000,000.00
		Bendigo and Adelaide Bank	Term Deposits	Interest - Received	113,972.60
<u>Deal Total</u>					<u>5,113,972.60</u>
Day Total					7,174,301.37
21-Jan-19	537202	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	18,936.49
<u>Deal Total</u>					<u>18,936.49</u>
Day Total					18,936.49
22-Jan-19	536251	Credit Union Australia	Term Deposits	Maturity Face Value - Received	3,500,000.00
		Credit Union Australia	Term Deposits	Interest - Received	86,090.41
<u>Deal Total</u>					<u>3,586,090.41</u>
Day Total					3,586,090.41
25-Jan-19	536141	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	11,229.04
<u>Deal Total</u>					<u>11,229.04</u>

Inner West Council
 Cash Flows Report - January 2019

Current Month Cashflows

<u>Transaction Date</u>	<u>Deal No.</u>	<u>Cashflow Counterparty</u>	<u>Asset Type</u>	<u>Cashflow Description</u>	<u>Cashflow Received</u>
Day Total					11,229.04
29-Jan-19	534461	Teachers Mutual Bank	Floating Rate Note	Coupon - Received	10,026.74
<u>Deal Total</u>					<u>10,026.74</u>
Day Total					10,026.74
31-Jan-19	537492	Suncorp Bank	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
<u>Deal Total</u>					<u>-5,000,000.00</u>
	537493	Westpac Group	Term Deposits	Settlement Face Value - Paid	-5,000,000.00
<u>Deal Total</u>					<u>-5,000,000.00</u>
Day Total					-10,000,000.00
Net Cash Movement for Period					5,959,963.88

Next Month Cashflows

<u>Transaction Date</u>	<u>Deal No.</u>	<u>Cashflow Counterparty</u>	<u>Asset Type</u>	<u>Cashflow Description</u>	<u>Cashflow Due</u>
5-Feb-19	536322	IMB Ltd	Term Deposit	Interest - Received	47,786.30
		IMB Ltd	Term Deposit	Maturity Face Value - Received	2,000,000.00
<u>Deal Total</u>					<u>2,047,786.30</u>
	536323	ME Bank	Term Deposit	Interest - Received	73,084.93
		ME Bank	Term Deposit	Maturity Face Value - Received	3,000,000.00
<u>Deal Total</u>					<u>3,073,084.93</u>
Day Total					5,120,871.23
6-Feb-19	536175	Newcastle Permanent Building Society	Floating Rate Note	Coupon - Received	14,315.53
<u>Deal Total</u>					<u>14,315.53</u>
Day Total					14,315.53
11-Feb-19	535918	ME Bank	Floating Rate Note	Coupon - Received	16,434.29
<u>Deal Total</u>					<u>16,434.29</u>
Day Total					16,434.29
14-Feb-19	534873	Westpac Group	Term Deposit	Maturity Face Value - Received	2,000,000.00
		Westpac Group	Term Deposit	Interest - Received	60,000.00
<u>Deal Total</u>					<u>2,060,000.00</u>
Day Total					2,060,000.00
18-Feb-19	505171	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	15,158.36

Inner West Council
 Cash Flows Report - January 2019

Next Month Cashflows

<u>Transaction Date</u>	<u>Deal No.</u>	<u>Cashflow Counterparty</u>	<u>Asset Type</u>	<u>Cashflow Description</u>	<u>Cashflow Due</u>
				<u>Deal Total</u>	<u>15,158.36</u>
	505174	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	7,579.18
				<u>Deal Total</u>	<u>7,579.18</u>
	505175	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	15,158.36
				<u>Deal Total</u>	<u>15,158.36</u>
	535607	Suncorp Bank	Floating Rate Note	Coupon - Received	7,496.82
				<u>Deal Total</u>	<u>7,496.82</u>
	537263	Suncorp Bank	Floating Rate Note	Coupon - Received	29,987.29
				<u>Deal Total</u>	<u>29,987.29</u>
				Day Total	75,380.00
19-Feb-19	536252	Credit Union Australia	Term Deposit	Interest - Received	93,982.19
		Credit Union Australia	Term Deposit	Maturity Face Value - Received	3,500,000.00
				<u>Deal Total</u>	<u>3,593,982.19</u>
				Day Total	3,593,982.19
21-Feb-19	310321	Emerald Reverse Mortgage (2006A)	Mortgage Backed Securities	Coupon - Received	3,542.49
				<u>Deal Total</u>	<u>3,542.49</u>
	310334	Emerald Reverse Mortgage (2006B)	Mortgage Backed Securities	Coupon - Received	6,780.27
				<u>Deal Total</u>	<u>6,780.27</u>
	534538	Bendigo and Adelaide Bank	Floating Rate Note	Coupon - Received	22,987.40
				<u>Deal Total</u>	<u>22,987.40</u>
				Day Total	33,310.16
25-Feb-19	534887	Greater Bank	Floating Rate Note	Coupon - Received	8,451.78
				<u>Deal Total</u>	<u>8,451.78</u>
	534888	Greater Bank	Floating Rate Note	Coupon - Received	8,451.78
				<u>Deal Total</u>	<u>8,451.78</u>
				Day Total	16,903.56
28-Feb-19	536986	Bank Australia	Floating Rate Note	Coupon - Received	16,027.40
				<u>Deal Total</u>	<u>16,027.40</u>
	537363	Westpac Group	Term Deposit	Interest - Received	32,917.81
				<u>Deal Total</u>	<u>32,917.81</u>
				Day Total	48,945.21
				Net Cash Movement for Period	10,980,142.17

Inner West Council
Cash Flows Report - January 2019

