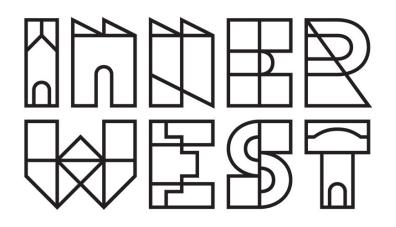
AGENDA



COUNCIL MEETING

TUESDAY 5 MARCH 2024

6:30 PM

IRR WISS

Live Streaming of Council Meeting

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

Council meetings are streamed live on <u>Council's website</u>. This allows our community greater access to Council proceedings, decisions and debate.

Pre-Registration to Speak at Council Meetings

Members of the public must register by 2pm of the day of the Meeting to speak at Council Meetings. If you wish to register to speak please fill in a <u>Register to Speak Form</u>, available from the Inner West Council website, including:

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

Are there any rules for speaking at a Council Meeting?

The following rules apply when addressing a Council meeting:

- keep your address to the point, the time allowed for each speaker is limited to three minutes. This time limit applies, no matter how many items are addressed by the speaker;
- when addressing the Meeting you must speak to the Chairperson;
- the Chairperson may curtail public participation where the information being presented is considered repetitive or irrelevant; and
- only 3 speakers for and against an Agenda Item are allowed.

What happens after I submit the form?

You will be contacted by Governance Staff to confirm your registration. If you indicated that you will speak online, you will be provided with a link to the online meeting. Your request will then be added to a list that is shown to the Chairperson on the night of the meeting.

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

Accessibility

Inner West Council is committed to ensuring people with a disability have equal opportunity to take part in Council and Committee Meetings. At the Council Chambers at Ashfield, there is a hearing loop service available to assist persons with a hearing impairment. If you have any other access or disability related participation needs and wish to know more, call 9392 5536.

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

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

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

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

ir wi

Statement of Ethical Obligations

The Mayor and Councillors are bound by the Oath/ Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the Inner West Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

It is also a requirement that the Mayor and Councillors disclose conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with Council's Code of Conduct and Code of Meeting Practice.

AGENDA

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3	Notice of W	Notice of Webcasting		
4	Statement	of Ethical Obligations		
5		Disclosures of Interest (Part 4 (Pecuniary Interests) and Part 5 (non-pecuniary conflicts of interest) of Council's Code of Conduct)		
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The confidential information has been circulated separately.

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Minutes of Ordinary Council Meeting held on 13 February 2024 at Ashfield Service Centre

Meeting commenced at 6.45pm

Mayor
Deputy Mayor
Councillor
General Manager
Director Planning
Director Infrastructure
Director Community
Director Corporate
Senior Manager Governance and Risk
General Counsel
Acting Chief Financial Officer
Acting Senior Manager Strategic Planning
Traffic and Transport Planning Manager
Strategic Investments and Property Manager
Business Paper Coordinator
Business Paper Officer

APOLOGIES AND REQUEST FOR REMOTE PARTICIPATION:

Nil.

DISCLOSURES OF INTERESTS:

The Mayor, Councillor Byrne declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to his and his associates primary residences being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed reforms he has prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such he will remain and vote on the matter in accordance with the Code of Conduct.

Councillor Da Cruz declared a significant, pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission as her primary residence and her relatives' non-primary residence are affected by the proposed reforms. She will leave the meeting during discussion and voting on the matter.

Councillor Atkins declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to their primary residence being within the areas proposed for reform, however, due to the significant portion

of the LGA that is potentially going to be impacted by the proposed reforms they have prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such they will remain and vote on the matter in accordance with the Code of Conduct.

Councillor Langford declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her primary residence being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed reforms she has prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such she will remain and vote on the matter in accordance with the Code of Conduct.

Councillor Griffiths declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to his primary residence being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed reforms he has prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such he will remain and vote on the matter in accordance with the Code of Conduct.

Councillor Shetty declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her primary residence being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed reforms she prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such she will remain and vote on the matter in accordance with the Code of Conduct.

Councillor Shetty declared a non-significant, non-pecuniary interest in Item 14 - Minutes of Local Traffic Committee Meeting – 11 December 2023 as she is the State Member for Balmain and has a representative on the Local Traffic Committee. She will remain in the meeting during discussion and voting as the vote of the State Member is exercised through a representative.

Councillor Lockie declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her and an associated company or body's primary residence being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed forms she has prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such she will remain and vote on the matter in accordance with the Code of Conduct.

Councillor Drury declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to his primary residence being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed forms he has prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such he will remain and vote on the matter in accordance with the Code of Conduct.

Councillor Tsardoulias declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her and her associates primary residences being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed forms she has prior to the meeting submitted a Special Disclosure form, in accordance with

the Code of Conduct, this provides an exemption for Councillors in this instance and as such she will remain and vote on the matter in accordance with the Code of Conduct.

The Deputy Mayor, Councillor Smith declared and tabled a pecuniary interest in Item 2 -State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her and her associates primary residences being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed forms she has prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such she will remain and vote on the matter in accordance with the Code of Conduct.

Councillor Stephens declared a significant, pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission as he and his wife are joint owners of a property that is not their primary residence that may be affected by the reforms. He will leave the meeting during discussion and voting on the matter. Councillor Stephens also submitted prior to the meeting and tabled at the Council Meeting a Special Disclosure form in relation to pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to his and his associates' primary residences being within the areas proposed for reform.

Councillor Howard declared a significant, non-pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission as an associate owns a property that is not a principal residence in an area that may be impacted by the proposed planning reforms, but out of an abundance of caution he will leave the meeting during discussion and voting on the matter. Councillor Howard also submitted prior to the meeting and tabled at the Council Meeting a Special Disclosure form in relation to pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to his and his associates' primary residences being within the areas proposed for reform.

Councillor Howard declared a non-significant, non-pecuniary interest in Item 3 Parramatta Road Corridor Stage 1 Proposal (PRCUTS) - Preliminary Engagement Outcomes as he works in the Office of the Minister for Transport and given this is a planning matter and out of an abundance of caution, he will leave the meeting during discussion and voting on the matter.

Councillor Howard declared a non-significant, non-pecuniary interest in Item 14 - Minutes of Local Traffic Committee Meeting – 11 December 2023 as he works in the Ministerial Office of the Minister for Transport, who in her capacity as the Member for Summer Hill has a representative on the Local Traffic Committee. He will remain in the meeting during discussion and voting as the vote of the State Member is exercised through a representative.

Councillor Howard declared a non-significant, non-pecuniary interest in Item 29 - Notice of Motion: Inner West Schools Active Travel as he works in the Office of the Minister for Transport which may have oversight of the grant program referenced in the Motion and out of an abundance of caution, he will leave the meeting during discussion and voting on the matter.

Councillor Scott declared and tabled pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her and her associates primary residences being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed reforms she has prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such she will remain and vote on the matter in accordance with the Code of Conduct.



Councillor D'Arienzo declared and tabled a pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her and her associates primary residences being within the areas proposed for reform, however, due to the significant portion of the LGA that is potentially going to be impacted by the proposed reforms she has prior to the meeting submitted a Special Disclosure form, in accordance with the Code of Conduct, this provides an exemption for Councillors in this instance and as such she will remain and vote on the matter in accordance with the Code of Conduct.

The General Manager declared a significant, pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to an associate's primary residence being within the areas proposed for reforms. He will leave the meeting during discussion and voting on the matter.

The Director Corporate declared a significant, pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her usual primary residence being within the areas proposed for reforms. She will leave the meeting during discussion and voting on the matter.

All special disclosures tabled at the meeting are available at the end of these minutes.

CONFIRMATION OF MINUTES

Motion: (Lockie/Stephens)

That the minutes of the Council held on 5 December 2023 be confirmed as a correct record subject to the following correction:

C1223(1) Item 24, Notice of Motion: Multicultural Advisory Committee, be amended to note that Clr Lockie moved a procedural motion to withdraw Item 24 which was seconded by Mayor Byrne and carried.

Motion CarriedFor Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

PUBLIC FORUM

The registered speakers were asked to address the meeting. The list of speakers is available on the last page of these minutes.

Councillor Da Cruz left the Meeting at 7:08pm during Public Forum for item 2 as she declared a significant, pecuniary interest as her primary residence and her relatives' non-primary residence are affected by the proposed reforms.

Councillor Howard left the Meeting at 7:08pm during Public Forum for item 2 as he declared a significant, non-pecuniary interest as an associate owns a property that is not a principal residence in an area that may be impacted by the proposed planning reforms.

Councillor Stephens left the Meeting at 7:08pm during Public Forum for item 2 as he declared a significant, pecuniary interest as he and his wife are joint owners of a property that is not their primary residence that may be affected by the reforms.

The General Manager left the Meeting at 7:08pm during Public Forum for item 2 as he declared a significant, pecuniary interest due to an associate's primary residence being within the areas proposed for reforms.

The Director Corporate left the Meeting at 7:08pm during Public Forum for item 2 as she declared a significant, pecuniary interest due to her usual primary residence being within the areas proposed for reforms.

Councillor Da Cruz returned to the Meeting at 7:43pm

Councillor Stephens returned to the Meeting at 7:43pm

The Director Corporate returned to the Meeting at 7:45pm

The General Manager returned to the Meeting at 7:52pm

Councillor Howard returned to the Meeting at 7:53pm

Procedural Motion (Byrne/Griffiths)

That the meeting be adjourned for 10 minutes.

Motion Carried

For Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

The meeting was adjourned at 8:48pm

The meeting recommenced at 8:59pm

C0224(1) Item 43 Mayoral Minute: Stopping the Spread of Tobacconist and Vape Stores

Motion: (Byrne)

- 1. That Council seek a change of regulations to mandate that tobacconist and vape stores require approval through a development application to open in the Inner West local government area.
- 2. That Council propose to the NSW Government that there be a limit and a reduction in the number of tobacconist and vape stores authorised to operate in NSW as well as a cap on the number of these businesses in the Inner West.
- 3. That Council review and identify the number of tobacconist and vape stores currently located nearby to schools in the Inner West with a view to restricting and reducing the number of these businesses nearby to primary and secondary schools.
- 4. That Council write to the NSW Government seeking their cooperation in enacting these changes and receive a report to the April Ordinary Council meeting identifying all local and state regulatory and planning powers that can be made use of to achieve the objectives stated above.
- 5. That Council advocate to the NSW government to review advertising regulations on vapes including controls on signage and plain packaging.
- 6. That Council call on the NSW government to undertake a health promotion campaign outlining the health effects of vaping, information about the production and content of vapes.



Motion Carried For Motion:

Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias Nil

Against Motion:

Procedural Motion: (Byrne/Scott)

That the meeting be adjourned for 2 minutes.

Motion CarriedFor Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

The meeting was adjourned at 9:23pm

The meeting recommenced at 9:26pm

C0224(1) Item 44 Mayoral Minute: All-weather Sporting Field

Motion: (Byrne)

- 1. That Council note the high volume of submissions received from the community regarding the proposal for an all-weather sporting field to be installed in a park nearby to Rozelle Parklands.
- 2. That Council note the advocacy and submissions from Balmain District Football Club and Leichhardt Saints Football Club that they are facing severe capacity constraints and are in danger of having to turn away large numbers of players, due to a shortage of playing space.
- 3. That Council note the huge increase in usage of Lambert Park since the installation of an all-weather surface and expansion of participation in sport this has allowed, particularly for girls.
- 4. That Council commit to delivering a new all-weather surface for the benefit of local sporting clubs, at one of the four locations previously resolved, using the funding provided by the NSW Government as compensation for the removal of such a facility from the final adopted plans for Rozelle Parklands.
- 5. That Council receive a report to the March Ordinary meeting on the outcomes of the consultation regarding the proposed all-weather surface as well as a summary of the available technologies for providing a hybrid surface, with councillors to be briefed on that report ahead of the meeting.

Motion Carried

For Motion:	Crs Byrne, D'Arienzo, Drury, Howard, Lockie, Scott, Smith, Stephens
	and Tsardoulias
Against Motion:	Crs Atkins, Da Cruz, Griffiths, Langford, Shetty and Stamolis

Amendment (Atkins/Da Cruz)

That paragraph 5 be amended to read as follows:

That Council receive a report to the March Ordinary meeting on the outcomes of the consultation regarding the proposed all-weather surface as well as a summary of the



available technologies for providing a hybrid surface and a report on the environmental impacts of an all-weather surface versus natural turf.

Motion Lost	
For Motion:	Crs Atkins, Da Cruz, Griffiths, Langford, Lockie, Shetty and Stamolis
Against Motion:	Crs Byrne, D'Arienzo, Drury, Howard, Scott, Smith, Stephens and Tsardoulias

Amendment (Atkins/Da Cruz)

That paragraph 4 be deleted.

Motion Lost For Motion:	Crs Atkins, Da Cruz, Griffiths, Langford, Lockie, Shetty and Stamolis
Against Motion:	Crs Byrne, D'Arienzo, Drury, Howard, Scott, Smith, Stephens and Tsardoulias

C0224(1) Item 45 Mayoral Minute: Biennale

Motion: (Byrne)

- 1. That Council urgently convene a meeting of local hospitality businesses and the Balmain-Rozelle Chamber of Commerce and invite Balmain ward councillors to discuss a joint promotional strategy and offerings to attract patrons attending the Biennale to local businesses.
- 2. That Council explore options for providing a free shuttle bus service between the Power Station and Darling St throughout the Biennale program.
- 3. That Council receive a report to the March Council meeting about the outcomes of the meeting with hospitality businesses and detailing a promotional plan to be supported by Council.
- 4. That Council install signage at prominent locations throughout the local community promoting the Biennale and Council's EDGE activations that are part of the program.

Motion Carried

For Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

C0224(1) Item 46 Mayoral Minute: APIA and Leichhardt Oval

Motion: (Byrne)

- 1. That Council congratulates APIA Leichhardt on their successful admittance to the new B-League competition to commence in 2025.
- 2. That Council waive fees for APIA Leichhardt for the use of Leichhardt Oval for Premier League games to be played there during the Lambert Park renovation.
- 3. That Council enter into a hiring arrangement with APIA Leichhardt for Leichhardt Oval to be their home ground for the inaugural B-League season in 2025 with Council officers delegated to negotiate the agreement with the Club.



Motion Carried For Motion:

Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias Nil

Against Motion:

C0224(1) Item 47 Mayoral Minute: Rozelle Interchange and Rozelle Parklands

Motion: (Byrne)

- 1. That Council restate its demands for:
 - a) Transport for NSW and Transurban to immediately commence daily publication of traffic data and travel times at the Rozelle Interchange and adjoining roads;
 - b) clear large-scale signage directing commuters coming off the Iron Cove Bridge to the free tunnel connecting to the Anzac Bridge; and
 - c) funding that was left out of the budget by the previous government for public domain and safety improvements to be made available.
- 2. That Council write to Transport for NSW, John Holland and CPB demanding that the remediation and reopening of Rozelle Parklands be expedited.
- 3. That Council request a briefing from the Environmental Protection Authority about the investigation into asbestos contamination at Rozelle Parklands and nearby areas, including advice about how the remediation will be certified and what action will be taken against any parties found to be culpable for the contamination.
- 4. That Council receive a report to the March Ordinary Meeting about the status of the above matters.

Motion CarriedFor Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

Procedural Motion (Scott/Atkins)

That Council Suspend Standing Orders to bring forward the following items to be dealt with at this time:

- 1. Item 5 Mackey Park
- 2. Item 6 Public Exhibition Community Gardens Policy
- 3. Item 7 Public Exhibition Land and Property Policy
- 4. Item 9 Post Exhibition Code of Meeting Practice
- 5. Item 12 Women's World Cup Wall of Support Artwork
- 6. Item 18 Local Democracy Group Progress Report
- 7. Item 20 Investment Report at 30 November 2023
- 8. Item 22 Councillor Expenses for 1 July 2023 to 31 December 2023
- 9. Item 23 Designated Person Disclosure (Pecuniary Interest) Returns
- 10. Item 30 Notice of Motion: A Great Inner West Walk
- 11. Item 31 Notice of Motion: Parking in Industrial and Residential Zones
- 12. Item 32 Notice of Motion: Update on Key Traffic Issues in Marrickville-Midjuburi Ward
- 13. Item 33 Notice of Motion: Thank You Father Phillip Zadro



14. Item 38 Major Capital Projects Committee and Project Summary Report

15. Item 39 Community Batteries

16. Item 40 King George Park Inclusive Playground Construction Tender

17. Item 41 Sale of part of Yeend Street, Birchgrove

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

Procedural Motion (Scott/Atkins)

That the following items be moved in globo and the recommendations contained within the report be adopted:

- 1. Item 5 Mackey Park
- 2. Item 6 Public Exhibition Community Gardens Policy
- 3. Item 7 Public Exhibition Land and Property Policy
- 4. Item 9 Post Exhibition Code of Meeting Practice
- 5. Item 12 Women's World Cup
- 6. Item 18 Local Democracy Group Progress Report
- 7. Item 20 Investment Report at 30 November 2023
- 8. Item 22 Councillor Expenses for 1 July 2023 to 31 December 2023
- 9. Item 23 Designated Person Disclosure (Pecuniary Interest) Returns
- 10. Item 30 Notice of Motion: A Great Inner West Walk
- 11. Item 31 Notice of Motion: Parking in Industrial and Residential Zones
- 12. Item 32 Notice of Motion: Update on Key Traffic Issues in Marrickville-Midjuburi Ward
- 13. Item 33 Notice of Motion: Thank You Father Phillip Zadro
- 14. Item 38 Major Capital Projects Committee and Project Summary Report
- 15. Item 39 Community Batteries
- 16. Item 40 King George Park Inclusive Playground Construction Tender
- 17. Item 41 Sale of part of Yeend Street, Birchgrove

Motion Carried

For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
	Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
	Tsardoulias
Against Motion:	Nil

C0224(1) Item 5 Mackey Park Plan of Management and Masterplan - Key Priority Actions

Motion: (Scott/Atkins)

That Council endorse the priority action plan as highlighted in Table 1.0 for future key deliverables in the adopted Plan of Management for Mackey Park.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

C0224(1) Item 6 Public Exhibition - Community Gardens Policy

Motion: (Scott/Atkins)

- 1. That Council publicly exhibit the draft Community Gardens Policy for a period of 28 days and seek community feedback on the proposed Policy.
- 2. That following the conclusion of the exhibition period, the draft Community Gardens Policy be brought back to Council for consideration for adoption.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
	Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

C0224(1) Item 7 Public Exhibition - Land and Property Policy

Motion: (Scott/Atkins)

- 1. That Council publicly exhibit the draft Land and Property Policy for a period of 28 days and seek community feedback on the proposed Policy.
- 2. That following the conclusion of the exhibition period, the draft Land and Property Policy be brought back to Council for consideration for adoption.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

C0224(1) Item 9 Post Exhibition - Code of Meeting Practice

Motion: (Scott/Atkins)

- 1. That Council adopt the Code of Meeting Practice.
- 2. The Council update the Policy Register and publish, as applicable, internally, and externally the adopted Code of Meeting Practice.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
	Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

C0224(1) Item 12 Women's World Cup - Wall of Support Artwork

Motion: (Scott/Atkins)

That Council approve the location for the Women's World Cup wall of support artwork on the wall of a residential property on Unwin's Bridge Road Tempe.



Motion Carried For Motion: Against Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias Nil	
C0224(1) Item 18	Local Democracy Group Progress Report	
Motion: (Scott/Atkins	5)	
That Council receive	and note the report.	
Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and	
Against Motion:	Tsardoulias Nil	
C0224(1) Item 20	Investment Report at 30 November 2023	
Motion: (Scott/Atkins	5)	
That Council receive	and note the report.	
Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and	
Against Motion:	Tsardoulias Nil	
C0224(1) Item 22	Councillor Expenses for 1 July 2023 to 31 December 2023	
Motion: (Scott/Atkins)		
That Council receive	and note the report.	
Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias	
Against Motion:	Nil	
C0224(1) Item 23	Designated Person Disclosure (Pecuniary Interest) Returns	
Motion: (Scott/Atkins)		
That Council receive and note the report.		
Motion Carried For Motion: Against Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias Nil	

C0224(1) Item 30 Notice of Motion: A Great Inner West Walk

Motion: (Scott/Atkins)

- 1. That Council investigate the development of a Great Inner West Walk, linking up key Inner West landmarks, communities, infrastructure and parks.
- 2. That Council request officers report back to Council in April 2024 on the feasibility of and opportunities to develop a Great Inner West Walk, including:
 - a) potential routes, including opportunities to work with adjacent councils and to link up with other existing and proposed walking infrastructure including the GreenWay, Bay Run, Tom Uren Trail and proposed Great Harbour Walk;
 - b) benefits for the Inner West community and economy;
 - c) opportunities to strengthen existing pedestrian and cycling links as part of a broader Great Walk project and to amplify existing Council programs including the Perfect Match program;
 - d) interaction with the Inner West Pedestrian Access and Mobility Plan; and
 - e) potential costs, funding sources and timeline for development.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
Against Motion:	Tsardoulias Nil

C0224(1) Item 31 Notice of Motion: Parking in Industrial and Residential Zones

Motion: (Scott/Atkins)

- 1. That Council note concerns from residents living in, or close to, industrial zones in the Inner West, about increasing parking pressures from local vehicular businesses including taxi and hire vehicle companies that park vehicles on residential streets.
- 2. That Council request officers report back to Council in May 2024 with options to mitigate and manage these concerns, including through the development application process, the Good Neighbour Policy, the unattended vehicle policy, and through compliance and enforcement.

Motion CarriedFor Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

C0224(1) Item 32 Notice of Motion: Update on Key Traffic Issues in Marrickville-Midjuburi Ward

Motion: (Scott/Atkins)

That Council request officers provide an update via report at the March 2024 Council meeting on key traffic issues in the Marrickville-Midjuburi Ward raised in this term of Council via councillor motion, including:



- a) The dangerous intersection of Marrickville Road and Buckley Street, Marrickville and the installation of further pedestrian protection measures;
- b) The intersection of Sydenham Road and Fitzroy Street, Marrickville, and the potential installation of traffic lights as requested by the Marrickville Bowling and Recreation Club; and
- c) Pedestrian and other measures on Edinburgh Road and the streets surrounding the Marrickville Metro Shopping Centre.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

C0224(1) Item 33 Notice of Motion: Thank You Father Phillip Zadro

Motion: (Scott/Atkins)

That Council thank Fr. Phil Zadro for his years of service to St Joan of Arc Catholic Church, Haberfield, and the broader Haberfield community, and recognises his work for social justice and Indigenous reconciliation.

Motion Carried

For Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

C0224(1) Item 38 Major Capital Projects Committee and Project Summary Report

Motion: (Scott/Atkins)

That Council receive and notes the minutes of the Major Capital Projects Committee meetings held on 27 November 2023.

Motion CarriedFor Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

C0224(1) Item 39 Community Batteries

Motion: (Scott/Atkins)

That Council receive and note the report.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
Against Motion:	Tsardoulias Nil



C0224(1) Item 40 King George Park Inclusive Playground Construction Tender

Motion: (Scott/Atkins)

That Council delegate authority to the General Manager to award the tender for the King George Park Inclusive Playground Construction Tender, and finalise its budget as part of the 2024/25 budget planning process.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
	Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

C0224(1) Item 41 Sale of part of Yeend Street, Birchgrove

Motion: (Scott/Atkins)

- 1. That Council approve closing the part of Yeend Street, Birchgrove noted in this report (subject to survey) by notice published in the NSW Government Gazette, in accordance with Section 38D of the *Roads Act 1993.*
- 2. That Council authorise the placing of a Notice of partial road closure in the Government Gazette.
- 3. That Council note the land formerly part of Yeend St will be classified as operational land for the purposes of the *Local Government Act 1993.*
- 4. That Council authorise the sale of the land to the adjoining landholder, as detailed in the *Confidential Attachment 1.*
- 5. That Council delegate Authority to the General Manager to sign all associated documents for the survey, road closure and sale of this land.

Motion CarriedFor Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

C0224(1) Item 1 Quarter two - Progress report on the Delivery Program 2022-26 and Operational Plan 2023/24 and Quarterly Budget Review Statement

Motion: (Drury/Langford)

- 1. That Council endorse the quarter two Progress Report on the Delivery Program 2022-26 and Operational Plan 2023/24.
- 2. That Council adopt the quarter two Budget Review 2023/24.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
	Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

Amendment (Langford/Da Cruz)

- 1. That in tandem with the preparation of Council's Biodiversity Strategy, Council officers prepare a report about threatened and unique species of flora and fauna in local parks and wild places across the Inner West.
- 2. That this report be tabled at the June 2024 Ordinary Council meeting, alongside the Biodiversity Strategy.

Motion Lost	
For Motion:	Crs Atkins, Da Cruz, Griffiths, Langford, Lockie, Shetty and Stamolis
Against Motion:	Crs Byrne, D'Arienzo, Drury, Howard, Scott, Smith, Stephens and Tsardoulias

Councillor Da Cruz left the Meeting at 9:54pm as she declared a significant, pecuniary interest in Item 2 as her primary residence and her relatives' non-primary residence are affected by the proposed reforms.

Councillor Howard left the Meeting at 9:54pm as he declared a significant, non-pecuniary interest in Item 2, as an associate owns a property that is not a principal residence in an area that may be impacted by the proposed planning reforms.

Councillor Stephens left the Meeting at 9:54pm as he declared a significant, pecuniary interest in Item 2 as he and his wife are joint owners of a property that is not their primary residence that may be affected by the reforms.

The General Manager left the Meeting at 9:54pm as he declared a significant, pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to an associate's primary residence being within the areas proposed for reforms.

The Director Corporate left the Meeting at 9:54pm as she declared a significant, pecuniary interest in Item 2 - State Government Housing Reforms - Implications for the Inner West and Draft Submission due to her usual primary residence being within the areas proposed for reforms.

C0224(1) Item 2 State Government Housing Reforms - Implications for the Inner West and Draft Submission

Motion: (Shetty/Lockie)

- 1. That Council endorse the Inner West Council submission to the proposed NSW Government Housing Reforms: Transit Oriented Development Program and Diverse and Well-Located Housing.
- 2. That Council forward the endorsed submission to the Department of Planning, Housing and Infrastructure for consideration.
- 3. That due to the NSW government's failure to undertake formal consultation with the community, council writes to every resident outlining Council's concerns about the proposed housing reforms, convenes a series of public meetings to explain to residents the implications of these reforms, and encourages residents to make a submission.
- 4. That Council writes to the Minister for Planning to call on the Department of Planning, Housing and Infrastructure (DPHI) to undertake a thorough community consultation process, including public meetings, community drop-in sessions and



leaflets outlining the impact of the proposed changes.

Motion Tied	
For Motion:	Crs Atkins, Griffiths, Langford, Lockie, Shetty and Stamolis
Against Motion:	Crs Byrne, D'Arienzo, Drury, Scott, Smith and Tsardoulias
Absent:	Crs Da Cruz, Howard and Stephens

The Chairperson used his Casting Vote against the **MOTION** and the **MOTION** was lost.

Procedural Motion (Byrne/Scott)

That Council allow CIr D'Arienzo to speak for 2 additional minutes on Item 2.

Motion Carried	
For Motion:	Crs Atkins, Byrne, D'Arienzo, Drury, Griffiths, Langford, Lockie, Scott,
	Shetty, Smith, Stamolis and Tsardoulias
Against Motion:	Nil
Absent:	Crs Da Cruz, Howard and Stephens

Councillor Stamolis left the Meeting at 10:26pm

Foreshadowed Motion (Byrne/D'Arienzo)

- 1. That Council makes the following submission to the state government, recognising the seriousness of the housing supply crisis and believes all elected representatives at all levels of government must take responsibility for addressing this.
- 2. That Council agrees in principle that increased residential density around transport hubs is a vital element in increasing housing supply.
- 3. That Council seeks to engage constructively with the Government on their proposed Transport Oriented Development (TOD) and Diverse and Well Located Housing (DWLH) rezoning reforms and seeks an urgent meeting with the Planning Minister to discuss this positive collaboration.
- 4. That Council notes that these rezoning proposals were only issued for consultation in late December 2023 and that they should not be rushed through prior to dwelling targets having been provided or without proper negotiation between Council and the Government.
- 5. That Council requests that the NSW Government works with us to ensure that excellent pattern book designs, that reflect the heritage and character of the inner west are made available as soon as possible in order that they can be incorporated into the TOD and DWLH.
- 6. That Council seeks urgent clarification from the NSW Government and the Department of Planning, Housing and Infrastructure (DPHI) regarding the dwelling targets and how the TOD and DWLH will relate to existing heritage protections in the inner west.
- 7. That Council proposes that the NSW Government consider additional housing reforms and supply opportunities within the Inner West beyond TOD and DWLH including:
 - a) propose to the NSW Government that they consider establishing a state-

controlled corporation to build homes and increase supply for the private sale and rental markets, as occurs successfully in many jurisdictions across the world;

- b) note the Victorian Government's \$5.3 billion investment in building 12,000 new public housing dwellings and propose that the NSW Government make a comparable investment;
- c) finalise and share with Council the outcomes from the NSW and Commonwealth Crown land audits, and identify which of this land is suitable for housing and public housing;
- d) recommit our offer to the NSW Government to partner with the Council to provide support for public housing development on our council-owned land and seek to progress negotiations;
- e) expedite the finalisation of the Parramatta Road Corridor Stage 1 program transforming parts of Leichhardt, Taverners Hill and Kings Bay precincts by facilitating 1516 new dwellings;
- f) legislate the NSW Government's rental reforms and resource the office of the Rental Commissioner to provide advice and assistance to tenants across NSW;
- g) include Inner West Council to have input into the Apartment Guide Design Standards, noting the success of our Architectural Excellence and Design Review Panel process; and
- h) request that the NSW Government amend the operation of the Inner West Planning Panel to create a pathway or mechanism for applicants, not just objectors, to have their development application referred to the Panel for determination.
- 8. That Council writes to Inner West residents outlining Council's approach to the state government planning reforms and encourages them to make a submission.
- 9. That Council requests that the DPHI release Inner West-tailored information on the TOD, including map summaries of the changes.

Motion Carried For Motion:	Crs Byrne, D'Arienzo, Drury, Griffiths, Scott, Smith and Tsardoulias
Against Motion:	Crs Atkins, Langford, Lockie and Shetty
Absent:	Cs Da Cruz, Howard, Stamolis and Stephens

Councillor Stamolis returned to the Meeting at 10:30pm

Councillor Da Cruz returned to the Meeting at 10:30pm

Councillor Stephens returned to the Meeting at 10:30pm

The Director Corporate returned to the Meeting 10:31pm

C0224(1) Item 3 Parramatta Road Corridor Stage 1 Proposal (PRCUTS) - Preliminary Engagement Outcomes

Motion: (Scott/Byrne)

- 1. That Council note that the Roads Minister John Graham has confirmed that the Transport for NSW (TfNSW) submission on the Parramatta Road Planning Proposal for proposed road widenings has been withdrawn.
- 2. That Council seek formal written confirmation from TfNSW that their submission on proposed road widenings is withdrawn.
- 3. That Council note that the WestConnex approval conditions required dedicated

public transport lanes, that were not delivered by the previous NSW Government.

- 4. That Council continue to advocate for a dedicated rapid public transport lane that fits the existing width of Parramatta Road and does not rely on road widening, by writing to the Minister of Transport and include it in the Council's submissions on the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).
- 5. That Council seek support from the Ministers for Planning, Roads, and Minister for Transport for the delivery of TfNSW owned 2 Hay Street, Leichhardt as new open space in Leichhardt precinct in line with the PRCUTS.
- 6. That Council seek an urgent meeting with the Secretary of the Department of Planning:
 - a) on the above points 2 to 5;
 - b) on delays associated with finalising this Planning Proposal given the need to resolve the State Agency submissions (TfNSW/ Dept Environment/ Sydney Water); and
 - c) to clarify the interaction of the Diverse and Well-Located Housing proposal and PRCUTS.
- 7. That without delay, following the resolution of issues outlined in items 2 5 6, any and all reports be brought back to Council for finalisation of PRCUTS at the next possible meeting.
- 8. That in addition to West Leichhardt section of the Taverner's Hill Precinct, Council gives priority to the rezoning for housing and/or mixed uses of the lots on Parramatta Road in the Taverners Hill precinct, noting:
 - a) that the Best & Less site at 657-673 Parramatta Road is available for immediate acquisition, is adjacent to the West Leichhardt precinct and is closer to the Light Rail stop;
 - b) that the redevelopment for housing of such a site would be more immediate than the process of the amalgamating privately owned residential lots as proposed for West Leichhardt, which could take decades; and
 - c) that the Best & Less site could be immediately acquired by the NSW government for a model development of urgently needed public and affordable housing.
- That the acquisition of the Best & Less site for public and affordable housing would correct the almost complete absence of 'affordable' housing in the current Proposal – some 15 dwellings out of a projected 1516 new dwellings or just 1 percent.
- 10. That the Minister for Planning, the Premier and the Department of Planning, Housing and Infrastructure be informed of the Taverners Hill changes and the recommendation to the NSW government to acquire the Best & Less site for public and affordable housing.

Motion Carried	
For Motion:	Crs Atkins, Byrne, D'Arienzo, Drury, Griffiths, Lockie, Scott, Smith, Stephens and Tsardoulias
Against Motion: Absent:	Crs Da Cruz, Langford, Shetty and Stamolis Cr Howard



Procedural Motion (Shetty/Langford)

That Council allow Clr Shetty to speak for 2 additional minutes on the amendment in Item 3.

Motion Carried	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Langford,
For Motion:	Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil
Absent:	Cr Howard

Amendment (Shetty/Da Cruz)

That Council defer the West Leichhardt section of the Taverners Hill precinct from the Proposal to allow for further investigation of the suitability of this section of the Parramatta Road Planning Proposal Stage 1. Submissions from several State Government agencies have highlighted numerous issues of concern that must be resolved prior to adoption, including key issues around flooding, biodiversity, water supply and traffic management. By removing this section from the proposal, it can avoid delaying the entire proposal while these issues are further investigated and addressed.

Motion Lost

For Motion:	Crs Atkins, Da Cruz, Langford, Shetty and Stamolis		
Against Motion:	Crs Byrne, D'Arienzo, Drury, Griffiths, Lockie, Scott, Smith, Stephens and Tsardoulias		
Absent:	Cr Howard		

Councillor Howard returned to the Meeting at 10:47pm

C0224(1) Item 4 Mort Bay Park - Tree Management and View Corridors

Motion: (Byrne/Drury)

That Council defers consideration of the Mort Bay park Plan of Management and delegate to the General Manager and Director of Infrastructure to meet with the interested local residents and bring a more detailed resolution to the March Ordinary Council meeting for consideration.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

The General Manager returned to the Meeting at 10:51pm

C0224(1) Item 8 Post Exhibition - Complaints Handling Policy

Motion: (Stephens/Scott)

- 1. That Council adopt the Complaints Handling Policy.
- 2. That Council update the Policy Register and publish, as applicable, internally, and externally the adopted Complaints Handling Policy.



Motion Carried For Motion:

Against Motion:

Crs Atkins, Byrne, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and Tsardoulias Cr Da Cruz

Amendment (Da Cruz/Atkins)

That a 6 monthly report be tabled on the Council agenda. The report to include:

- a) number of New Complaints/council service area;
- b) number of Unresolved Complaints/council service area; and
- c) number of Escalated Complaints/council service area.

Motion Lost	
For Motion:	Crs Atkins, Da Cruz and Langford
Against Motion:	Crs Byrne, D'Arienzo, Drury, Griffiths, Howard, Lockie, Scott, Shetty,
	Smith, Stamolis, Stephens and Tsardoulias

C0224(1) Item 10 Post Exhibition - Henson Park Lighting Trial

Motion: (Howard/Langford)

- 1. That Council endorse the funding of lighting and inclusive/accessible pathway improvements along the Holmesdale Street Boundary of Henson park as part of future budget considerations for the 2024/2025 financial year.
- 2. That Council investigate further options to light the pathway surrounding the oval to accommodate joggers and dog walkers utilising this pathway.
- 3. That Council, until the installation of permanent lighting, continue to light the oval until 8pm in winter months not affected by daylight saving, funded by the quarterly budget review and future budgets as needed.
- 4. That Council notifies adjacent residents and park users of Council's determination on this matter and the future works which are planned within the parkland to address inclusive access and safe dog walking within Henson Park after dark.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard, Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
Against Motion:	Tsardoulias Nil

C0224(1) Item 11 Introducing Dragon Boating into the Inner West and Iron Cove

Motion: (D'Arienzo/Da Cruz)

- 1. That Council enters into a license agreement with the Different Strokes Dragon Boat Club and Sloths Dragon Boating to enable both clubs to formally establish a presence on Iron Cove, noting that both clubs have made a request to establish and store storage containers on road reserve opposite the Leichhardt Boat Ramp at the end of Canal Road (using Hawthorne Canal to enter Iron Cove).
- 2. That Council advise both the Different Strokes and the Sloths Dragon boat clubs that they are required to consult NSW Rowing on an ongoing basis, to



ensure that boating activities do not clash with future NSW Rowing regatta activities on Iron Cove.

Motion Carried

For Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stamolis, Stephens and
TsardouliasAgainst Motion:Nil

Procedural Motion (Byrne/Smith)

That Items 13, 14, 15, 16, 17, 19, 21, 24, 25, 26, 27, 28, 29 and 42 be deferred to the 5 March 2024 Ordinary Council meeting.

Motion Carried

For Motion:Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Langford, Lockie, Scott, Shetty, Smith, Stephens and TsardouliasAgainst Motion:Cr Stamolis

Meeting closed at 11.00pm.

PUBLIC SPEAKERS:

Item #	Speaker	Suburb	
Item 43:	 Mark Skelsey	Dulwich Hill	
Item 44:	David Birds	Lilyfield	
Item 2:	Hugh Loughrey	Haberfield	
	Brett Burton	Haberfield	
	Alex Lofts	Summer Hill	
	Heather Davie	Marrickville	
	Ann Shumack	Croydon	
	Corey Struve	Rozelle	
	Justin Simon	Summer Hill	
	Colin Hesse	Marrickville	
	Andrew Leach	Marrickville	
	Benjamin Cullen	Stanmore	
Item 3:	Kyeema Doyle	Tamarama	
	Joy Camilleri	Leichhardt	
	Leanne Elsworthy	Leichhardt	
	Colin Cranson	Leichhardt	
Item 4:	Susan Hamilton	Rozelle	
	Jacquie Stratford	Birchgrove	
	Robert Clark	Birchgrove	
	Shirley Ann Cameron	Birchgrove	
	Michael Bentley	Birchgrove	
Item 11:	Nicole Bates	Sylvania Waters	
	lan Gearey	Leichhardt	
Item 14:	Amy McKeown	Rozelle	
	Ian William West	Ashfield	
	Neil Tonkin	Lilyfield	
	Torika Taylor	Ashfield	
	Fiona Campbell	Lewisham	
Item 16:	Jennifer Aaron	Leichhardt	
Item 27:	Quay-Quay Quade	Zetland	
	Juneau Choo	Zetland	
	Damien Nguyen	Ashfield	
Item 29:	Nick Chapman	Haberfield	-

SPECIAL DISCLOSURE OF PECUNIARY INTEREST FORM

- 1. This form must be completed using block letters or typed.
- 2. If there is insufficient space for all the information you are required to disclose, you must attach an appendix which is to be properly identified and signed by you.

Important information

This information is being collected for the purpose of making a special disclosure of pecuniary interests under clause 4.36(c) of the *Model Code of Conduct for Local Councils in NSW* (the Model Code of Conduct).

The special disclosure must relate only to a pecuniary interest that a councillor has in the councillor's principal place of residence, or an interest another person (whose interests are relevant under clause 4.3 of the Model Code of Conduct) has in that person's principal place of residence.

Clause 4.3 of the Model Code of Conduct states that you will have a pecuniary interest in a matter because of the pecuniary interest of your spouse or your de facto partner or your relative or because your business partner or employer has a pecuniary interest. You will also have a pecuniary interest in a matter because you, your nominee, your business partner, or your employer is a member of a company or other body that has a pecuniary interest in the matter.

"Relative" is defined by clause 4.4 of the Model Code of Conduct as meaning your, your spouse's or your de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child and the spouse or de facto partner of any of those persons.

You must not make a special disclosure that you know or ought reasonably to know is false or misleading in a material particular. Complaints about breaches of these requirements are to be referred to the Office of Local Government and may result in disciplinary action by the Chief Executive of the Office of Local Government or the NSW Civil and Administrative Tribunal.

This form must be completed by you before the commencement of the council or council committee meeting at which the special disclosure is being made. The completed form must be tabled at the meeting. Everyone is entitled to inspect it. The special disclosure must be recorded in the minutes of the meeting.

Special disclosure of pecuniary interests by: [full name of councillor]

Darcy Byrne

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

1. Transport Oriented Development SEPP (TOD); and

2. Diverse Well-Located Housing SEPP (DWLH)

Which is to be considered at a meeting of the: [name of council or council committee (as the case requires)] to be held on the day of 20

Inner West Council Ordinary Council Meeting to be held on the 13th day of February 2024.

Pecuniary interest		
Address of the affected principal place of residence of the councillor or an associated person, company, or body (the identified land)	Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.	
Relationship of identified land to the councillor [Tick or cross one box.]	 The councillor has an interest in the land (e.g., is the owner or has another interest arising out of a mortgage, lease, trust, option, or contract, or otherwise). An associated person of the councillor has an interest in the land. An associated company or body of the councillor has an interest in the land. 	

Matter giving rise to pecuniary interest ¹		
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	 The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land. 	
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).	
Proposed change of zone/planning control [Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]	State Housing Reforms Transit Oriented Development State Environmental Planning Policy (TOD SEPP) and/or Diverse and Well Located Explanation of Intended Effects (DWLH EIE) including but not limited to residential flat buildings up to 3:1 Floor Space Ratio, 21m Height Of Buildings (6 storeys).	
Effect of proposed change of zone/planning control on councillor or associated person [Insert one of the following: "Appreciable financial gain" or "Appreciable financial loss"]	Appreciable financial gain" and/or "Appreciable financial loss", depending on outcome of reforms.	

[If more than one pecuniary interest is to be declared, reprint the above box, and fill in for each additional interest.]

Councillor's signature:

Date: 13/02/2024

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Redaction Explanatory Guide

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Council officers when conducting a Public interest test must also consider other public interest considerations against disclosure in the GIPA Act, such as:

Part 3 (e) "There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... expose a person to a risk of harm or of serious harassment or serious intimidation":

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Additionally, the <u>amount</u> of any income, shareholding or debt disclosed will be redacted in accordance with Part 4 (d) and the names of a spouse/partner if that information is provided throughout the return will be redacted in accordance with Part 3 (a) of the table to section 14 of the GIPA Act, as above.

This list is not exhaustive: Council officers will review every Return on its merits in conjunction with the complete list of public interest considerations against disclosure in the GIPA Act;

SPECIAL DISCLOSURE OF PECUNIARY INTEREST FORM

- 1. This form must be completed using block letters or typed.
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Important information

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The special disclosure must relate only to a pecuniary interest that a councillor has in the councillor's principal place of residence, or an interest another person (whose interests are relevant under clause 4.3 of the Model Code of Conduct) has in that person's principal place of residence.

Clause 4.3 of the Model Code of Conduct states that you will have a pecuniary interest in a matter because of the pecuniary interest of your spouse or your de facto partner or your relative or because your business partner or employer has a pecuniary interest. You will also have a pecuniary interest in a matter because you, your nominee, your business partner, or your employer is a member of a company or other body that has a pecuniary interest in the matter.

"Relative" is defined by clause 4.4 of the Model Code of Conduct as meaning your, your spouse's or your de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child and the spouse or de facto partner of any of those persons.

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Special disclosure of pecuniary interests by: [full name of councillor]

Darcy Byrne

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

1. Transport Oriented Development SEPP (TOD); and

2. Diverse Well-Located Housing SEPP (DWLH)

Which is to be considered at a meeting of the: [name of council or council committee (as the case requires)] to be held on the day of 20

Inner West Council Ordinary Council Meeting to be held on the 13th day of February 2024.

Pecuniary interest	
Address of the affected principal place of residence of the councillor or an associated person, company, or body (the identified land)	Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.
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Matter giving rise to pecuniary interest ¹		
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Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).	
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CODER WESS

Special disclosure of pecuniary interests by: [full name of councillor]

Liz Atkins

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

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TREE WEST

Matter giving rise to pecuniary interest	
Nature of the land that is subject to a change in zone/planning control by the proposed I.EP (the subject land) ² [Tick or cross one box]	The identified lond. Land that adjoins or is adjacent to or is in proximity to the identified land.
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Effect of proposed change of zone/planning control on councillar or associated person [Insert one of the following: "Appreciable financial gain" or "Appreciable financial loss"]	Appreciable financial gain" and/or "Appreciable financial loss", depending on outcome of reforms.

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12 FCb 2024

Councillor's signature:

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Special disclosure of pecuniary interests by: [full name of councillor]

Justine Langford

In the matter of: [insert name of environmental planning instrument]

Iteltem 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

- 1. Transport Oriented Development SEPP (TOD); and
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Pecuniary interest	
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Marking of the law of the state of the state	
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	 The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).
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Special disclosure of pecuniary interests by: [full name of councillor]

Dylan Griffiths

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

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Matter giving rise to pecuniary interest ¹	
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Special disclosure of pecuniary interests by: [full name of councillor]

Kobi Shetty

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

1. Transport Oriented Development SEPP (TOD); and

2. Diverse Well-Located Housing SEPP (DWLH)

Which is to be considered at a meeting of the: [name of council or council committee (as the case requires)] to be held on the day of 20

Inner West Council Ordinary Council Meeting to be held on the 13th day of February 2024.

Pecuniary interest	
Address of the affected principal place of residence of the councillor or an associated person, company, or body (the identified land)	Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.
Relationship of identified land to the councillor [Tick or cross one box.]	 The councillor has an interest in the land (e.g., is the owner or has another interest arising out of a mortgage, lease, trust, option, or contract, or otherwise). An associated person of the councillor has an interest in the land. An associated company or body of the councillor has an interest in the land.

Matter giving rise to pecuniary interest ¹	
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).
Proposed change of zone/planning control [Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]	State Housing Reforms - Transit Oriented Development State Environmental Planning Policy (TOD SEPP) and/or Diverse and Well-Located Explanation of Intended Effects (DWLH EIE) including but not limited to residential flat buildings up to 3:1 Floor Space Ratio, 21m Height Of Buildings (6 storeys).
Effect of proposed change of zone/planning control on councillor or associated person [Insert one of the following: "Appreciable financial gain" or "Appreciable financial loss"]	AAppreciable financial gain" and/or "Appreciable financial loss", depending on outcome of reforms.

[If more than one pecuniary interest is to be declared, reprint the above box, and fill in for each additional interest.]

Councillor's signature:

Date: 13/02/2024

Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.

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² A pecuniary interest may arise by way of a change of permissible use of and adjoining, adjacent to or in proximity to and in which a council or or a person, company or body referred to in clause 4.3 of the Model Code of Conduct has a proprietary interest.

Redaction Explanatory Guide

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For example, Council officers will redact signature and current principal place of residence in accordance with Part 3 (a) of the table as this is considered personal information and consequently "There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... reveal an individual's personal information".

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Council officers when conducting a Public interest test must also consider other public interest considerations against disclosure in the GIPA Act, such as:

Part 3 (e) "There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... expose a person to a risk of harm or of serious harassment or serious intimidation";

Part 4 (d) "There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... prejudice any person's legitimate business, commercial, professional or financial interests".

Additionally, the <u>amount</u> of any income, shareholding or debt disclosed will be redacted in accordance with Part 4 (d) and the names of a spouse/partner if that information is provided throughout the return will be redacted in accordance with Part 3 (a) of the table to section 14 of the GIPA Act, as above.

SPECIAL DISCLOSURE OF PECUNIARY INTEREST FORM

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The special disclosure must relate only to a pecuniary interest that a councillor has in the councillor's principal place of residence, or an interest another person (whose interests are relevant under clause 4.3 of the Model Code of Conduct) has in that person's principal place of residence.

Clause 4.3 of the Model Code of Conduct states that you will have a pecuniary interest in a matter because of the pecuniary interest of your spouse or your de facto partner or your relative or because your business partner or employer has a pecuniary interest. You will also have a pecuniary interest in a matter because you, your nominee, your business partner, or your employer is a member of a company or other body that has a pecuniary interest in the matter.

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Special disclosure of pecuniary interests by: [full name of councillor]

Pauline Lockie

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

1. Transport Oriented Development SEPP (TOD); and

2. Diverse Well-Located Housing SEPP (DWLH)

Which is to be considered at a meeting of the: [name of council or council committee (as the case requires)] to be held on the day of 20

Inner West Council Ordinary Council Meeting to be held on the 13th day of February 2024.

Pecuniary interest	
Address of the affected principal place of residence of the councillor or an associated person, company, or body (the identified land)	Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s, 14 (3) (a) reveal an individual's personal information,
Relationship of identified land to the councillor [Tick or cross one box.]	The councillor has an interest in the land (e.g., is the owner or has another interest arising out of a mortgage, lease, trust, option, or contract, or otherwise).
	□ An associated person of the councillor has an interest in the land.
	An associated company or body of the councillor has an interest in the land.

Matter giving rise to pecuniary intere	əst ^ı
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	 The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).
Proposed change of zone/planning control [Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]	State Housing Reforms - Transit Oriented Development State Environmental Planning Policy (TOD SEPP) and/or Diverse and Well-Located Explanation of Intended Effects (DWLH EIE) including but not limited to residential flat buildings up to 3:1 Floor Space Ratio, 21m Height Of Buildings (6 storeys).
Effect of proposed change of zone/planning control on councillor or associated person [Insert one of the following: "Appreciable financial gain" or "Appreciable financial loss"]	"Appreciable financial gain" and/or "Appreciable financial loss", depending on outcome of reforms.

[If more than one pecuniary interest is to be declared, reprint the above box, and fill in for each additional interest.]

Councillor's signature

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Date: 12/02/2024

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Redaction Explanatory Guide

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Special disclosure of pecuniary interests by: [full name of councillor]

Mark Drury

In the matter of: [insert name of environmental planning instrument]

Iltem 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

1. Transport Oriented Development SEPP (TOD); and

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Inner West Council Ordinary Council Meeting to be held on the 13th day of February 2024.

Pecuniary interest	
Address of the affected principal place of residence of the councillor or an associated person, company, or body (the identified land)	Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.
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Matter giving rise to pecuniary interest ¹	
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	 The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).
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Effect of proposed change of zone/planning control on councillor or associated person [Insert one of the following: "Appreciable financial gain" or "Appreciable financial loss"]	Appreciable financial gain" and/or "Appreciable financial loss", depending on outcome of reforms.

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Councillor's signature:

Date: 13/02/2024

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Special disclosure of pecuniary interests by: [full name of councillor]

Zoi Tsardoulias

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

1. Transport Oriented Development SEPP (TOD); and

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Pecuniary interest	
Address of the affected principal place of residence of the councillor or an associated person, company, or body (the identified land)	Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.
Relationship of identified land to the councillor [Tick or cross one box.]	 The councillor has an interest in the land (e.g., is the owner or has another interest arising out of a mortgage, lease, trust, option, or contract, or otherwise). An associated person of the councillor has an interest in the land. An associated company or body of the councillor has an interest in the land.

INDER WEST

Matter giving rise to pecuniary interest ¹		
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	 The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land. 	
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).	
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[If more than one pecuniary interest is to be declared, reprint the above box, and fill in for each additional interest.]

Councillor's signature:

Date:

12224

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Special disclosure of pecuniary interests by: [full name of councillor]

Zoi Tsardoulias

In the matter of: [insert name of environmental planning instrument]

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Address of the affected principal	Redacted in accordance with the
place of residence of the	Government Information (Public
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Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	 The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land.
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Councillor's signature:

Date:

12.2.24

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Part 3 (e) "There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... expose a person to a risk of harm or of serious harassment or serious intimidation";

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Additionally, the <u>amount</u> of any income, shareholding or debt disclosed will be redacted in accordance with Part 4 (d) and the names of a spouse/partner if that information is provided throughout the return will be redacted in accordance with Part 3 (a) of the table to section 14 of the GIPA Act, as above.

SPECIAL DISCLOSURE OF PECUNIARY INTEREST FORM

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Clause 4.3 of the Model Code of Conduct states that you will have a pecuniary interest in a matter because of the pecuniary interest of your spouse or your de facto partner or your relative or because your business partner or employer has a pecuniary interest. You will also have a pecuniary interest in a matter because you, your nominee, your business partner, or your employer is a member of a company or other body that has a pecuniary interest in the matter.

"Relative" is defined by clause 4.4 of the Model Code of Conduct as meaning your, your spouse's or your de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child and the spouse or de facto partner of any of those persons.

You must not make a special disclosure that you know or ought reasonably to know is false or misleading in a material particular. Complaints about breaches of these requirements are to be referred to the Office of Local Government and may result in disciplinary action by the Chief Executive of the Office of Local Government or the NSW Civil and Administrative Tribunal.

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Special disclosure of pecuniary interests by: [full name of councillor]

Chloe Smith

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

1. Transport Oriented Development SEPP (TOD); and

2. Diverse Well-Located Housing SEPP (DWLH)

Which is to be considered at a meeting of the: [name of council or council committee (as the case requires)] to be held on the day of 20

Inner West Council Ordinary Council Meeting to be held on the 13th day of February 2024

Pecuniary interest	
Address of the affected principal place of residence of the councillor or an associated person, company, or body (the identified land)	Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.
Relationship of identified land to the councillor [Tick or cross one box.]	 The councillor has an interest in the land (e.g., is the owner or has another interest arising out of a mortgage, lease, trust, option, or contract, or otherwise). An associated person of the councillor has an interest in the land. An associated company or body of the councillor has an interest in the land.

Matter giving rise to pecuniary interest ¹		
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land.	
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones)	
Proposed change of zone/planning control [Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]	State Housing Reforms - Transit Oriented Development State Environmental Planning Policy (TOD SEPP) and/or Diverse and Well-Located Explanation of Intended Effects (DWLH EIE) including but not limited to residential flat buildings up to 3:1 Floor Space Ratio, 21m Height Of Buildings (6 storeys).	
Effect of proposed change of zone/planning control on councillor or associated person [Insert one of the following: "Appreciable financial gain" or "Appreciable financial loss"]	Appreciable financial gain" and/or "Appreciable financial loss", depending on outcome of reforms.	

[If more than one pecuniary interest is to be declared, reprint the above box, and fill in for each additional interest.]

Councillor's signature

Date: 13/02/2024

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Special disclosure of pecuniary interests by: [full name of councillor]

Chloe Smith

In the matter of: [insert name of environmental planning instrument]

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Special disclosure of pecuniary interests by: [full name of councillor]

Tim Stephens

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Special disclosure of pecuniary interests by: [full name of councillor]

Tim Stephens

In the matter of: [insert name of environmental planning instrument]

Item 2: State Government Housing Reforms - Implications for the Inner West and Draft Submission in relation to the Environmental Planning Instruments:

1. Transport Oriented Development SEPP (TOD); and

2. Diverse Well-Located Housing SEPP (DWLH)

Which is to be considered at a meeting of the: [name of council or council committee (as the case requires)] to be held on the day of 20

Inner West Council Ordinary Council Meeting to be held on the 13th day of February 2024.

Pecuniary interest	
Address of the affected principal place of residence of the councillor or an associated person, company, or body (the identified land)	Redacted in accordance with the Government Information (Public Access) Act 2009, Table to s. 14 (3) (a) reveal an individual's personal information.
Relationship of identified land to the councillor [<i>Tick or cross one box</i> .]	 The councillor has an interest in the land (e.g., is the owner or has another interest arising out of a mortgage, lease, trust, option, or contract, or otherwise). An associated person of the councillor has an interest in the land. An associated company or body of the councillor has an interest in the land.

Matter giving rise to pecuniary interest ¹	
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	 The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).
Proposed change of zone/planning control [Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]	State Housing Reforms - Transit Oriented Development State Environmental Planning Policy (TOD SEPP) and/or Diverse and Well-Located Explanation of Intended Effects (DWLH EIE) including but not limited to residential flat buildings up to 3:1 Floor Space Ratio, 21m Height Of Buildings (6 storeys).
Effect of proposed change of zone/planning control on councillor or associated person [Insert one of the following: "Appreciable financial gain" or "Appreciable financial loss"]	Appreciable financial gain" and/or "Appreciable financial loss", depending on outcome of reforms.

[If more than one pecuniary interest is to be declared, reprint the above box, and fill in for each additional interest.]

Councillor's signature:

Date: 13/02/2024

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Redaction Explanatory Guide

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Council officers when conducting a Public interest test must also consider other public interest considerations against disclosure in the GIPA Act, such as:

Part 3 (e) "There is a public interest consideration against disclosure of information if disclosure of the information could reasonably be expected to ... expose a person to a risk of harm or of serious harassment or serious intimidation";

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Additionally, the <u>amount</u> of any income, shareholding or debt disclosed will be redacted in accordance with Part 4 (d) and the names of a spouse/partner if that information is provided throughout the return will be redacted in accordance with Part 3 (a) of the table to section 14 of the GIPA Act, as above.

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Special disclosure of pecuniary interests by: [full name of councillor]

Tim Stephens

In the matter of: [insert name of environmental planning instrument]

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Tim Stephens

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Tim Stephens

In the matter of: [insert name of environmental planning instrument]

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Special disclosure of pecuniary interests by: [full name of councillor]

Mat Howard

In the matter of: [insert name of environmental planning instrument]

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1. Transport Oriented Development SEPP (TOD); and

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Which is to be considered at a meeting of the: [name of council or council committee (as the case requires)] to be held on the day of 20

Inner West Council Ordinary Council Meeting to be held on the 13th day of February 2024.

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Matter giving rise to pecuniary interest ¹		
Nature of the land that is subject to a change in zone/planning control by the proposed LEP (the subject land) ² [Tick or cross one box]	 The identified land. Land that adjoins or is adjacent to or is in proximity to the identified land. 	
Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	Inner West LEP 2022 (R1, R2, R3, R4, E1, E2, MU1 zones).	
Proposed change of zone/planning control [Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]	State Housing Reforms - Transit Oriented Development State Environmental Planning Policy (TOD SEPP) and/or Diverse and Well-Located Explanation of Intended Effects (DWLH EIE) including but not limited to residential flat buildings up to 3:1 Floor Space Ratio, 21m Height Of Buildings (6 storeys).	
Effect of proposed change of zone/planning control on councillor or associated person [Insert one of the following: "Appreciable financial gain" or "Appreciable financial loss"]	Appreciable financial gain" and/or "Appreciable financial loss", depending on outcome of reforms.	

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Special disclosure of pecuniary interests by: [full name of councillor]

Philippa Scott

In the matter of: [insert name of environmental planning instrument]

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Unconfirmed Minutes of the Ordinary Council meeting held 13 February 2024.



Minutes of Extraordinary Council Meeting held on 20 February 2024 at Ashfield Service Centre

Meeting commenced at 6:01pm

Present:	
Darcy Byrne	Mayor
Chloe Smith	Deputy Mayor
Liz Atkins	Councillor (attended via audio-visual link)
Marghanita Da Cruz	Councillor
Jessica D'Arienzo	Councillor
Mark Drury	Councillor
Dylan Griffiths	Councillor
Mathew Howard	Councillor
Justine Langford	Councillor (attended via audio-visual link)
Philippa Scott	Councillor
John Stamolis	Councillor
Timothy Stephens	Councillor (attended via audio-visual link)
Zoi Tsardoulias	Councillor (attended via audio-visual link)
Simone Plummer	Director Planning
Ryann Midei	Director Infrastructure
Ruth Callaghan	Director Community
Kelly Loveridge	Director Corporate
Beau-Jane De Costa	Senior Manager Governance and Risk
Matthew Pearce	General Counsel
Helen Bradley	Resource Recovery Planning Manager
Erin White	Acting Senior Manager Operations
George Georgakis	Administration Manager
Darcie Huisman	Business Paper Officer

APOLOGIES AND REQUEST FOR REMOTE PARTICIPATION:

Motion: (Byrne/Smith)

That apologies from Councillors Lockie and Shetty be accepted.

Motion Carried	
For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
	Langford, Scott, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Nil

Motion: (Howard/Smith)

That Council accept Councillors Atkins, Langford and Tsardoulias' request to attend tonight's Council meeting via audio-visual link due to personal reasons and Councillor Stephens' request to attend via audio-visual link due to work commitments.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Against Motion:	Langford, Scott, Smith, Stamolis, Stephens and Tsardoulias Nil

DISCLOSURES OF INTERESTS:

C0224(2) Item 1 FOGO (Food Recycling) Update - February 2024

Motion: (Howard/Da Cruz)

That Council receive and note the report.

Motion Carried For Motion:	Crs Atkins, Byrne, Da Cruz, D'Arienzo, Drury, Griffiths, Howard,
Against Motion:	Langford, Scott, Smith, Stamolis, Stephens and Tsardoulias Nil

C0224(2) Item 2 Notice of Motion: More Support for Food Recycling in the Inner West

Motion: (Byrne/Howard)

- 1. That Council note that the new food recycling service has resulted in 5900 tonnes of organic material being converted to compost, instead of being dumped at landfill, which has resulted in a reduction of approximately 12,358 tonnes of carbon (Co2) emissions.
- 2. That Council provide a new opt-in weekly red bin collection service for households that wish to access it. This service is to be provided on the following terms:
 - a) households are able to register for the service once and then receive the collection on an ongoing basis;
 - b) no fee is to be charged for the service for a period of 2 years with the necessity of the service to be reviewed in 2026; and
 - c) commencement of the new service is to be as soon as possible.
- 3. That Council authorise funding for the service to be drawn from Council's waste reserve, with authority delegated to the General Manager to enter into any necessary contract with an external provider, to ensure expedited commencement of the service.
- 4. That Council receive a report to the March 2024 Ordinary meeting on the commencement of the opt-in weekly red bin service and the outcome of any procurement process.
- 5. That the 12-month implementation review of the FOGO service resolved by Council at its November 2023 meeting include an evaluation of the opt-in weekly bin service, including its level of uptake, its cost and any issues encountered.

Motion Carried	Cro Atking Ruma D'Arianza Drumu Criffitha Howard Langford
For Motion:	Crs Atkins, Byrne, D'Arienzo, Drury, Griffiths, Howard, Langford, Scott, Smith, Stamolis, Stephens and Tsardoulias
Against Motion:	Cr Da Cruz

Amendment (Atkins/Da Cruz)

In Paragraph 2b:

- a) delete "2 years" and replace with "6 months"; and
- b) delete "2026" and replace with "August 2024".

Motion Lost								
For Motion:	Crs	Atkins, D	a Cruz, Griff	fiths and	Langford			
Against Motion:	Crs	Byrne,	D'Arienzo,	Drury,	Howard,	Scott,	Smith,	Stamolis,



Stephens and Tsardoulias

Amendment (Atkins/Da Cruz)

Add an additional point to read as follows:

That Waste Busters direct outreach and education to those households which have opted in to the weekly red bin collection with a view to moving them back to fortnightly service as soon as possible.

Motion Lost	
For Motion:	Crs Atkins, Da Cruz, Griffiths, Langford and Stamolis
Against Motion:	Crs Byrne, D'Arienzo, Drury, Howard, Scott, Smith, Stephens and Tsardoulias

Meeting closed at 6:32pm.

Unconfirmed minutes of Extraordinary Council meeting held on 20 February 2024.



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Item No:	C0324(1) Item 1
Subject:	CONDOLENCE MOTION: FATHER NIKOLAOS BOZIKIS
From:	Councillor Zoi Tsardoulias

MOTION

- 1. That Council record our sadness of the passing of Father Nikolaos Bozikis and write to the Bozikis family expressing our condolences.
- 2. That Council plant a tree in his honour and a plaque, with words to be determined by the family at a location to be determined in consultation with the Bozikis family.

Background

Father Nikolaos was born in Zakynthos in 1944 and emigrated to Australia in 1964, settling in Sydney in 1970 at the invitation of the late Archbishop Ezekiel of Australia. It was in Sydney that he was ordained to the priesthood and dedicated over 50 years of his life to serving as a priest within the Greek Orthodox Archdiocese of Australia.

For 18 years, Father Nikolaos served at the Holy Cross Wollongong before returning to Sydney in 1988.

From 1989 to 1994 he was the parish priest at St Spyridon Greek Orthodox Church in Kingsford.

He also served at St Stephanos Greek Orthodox Church in Hurlstone Park until 2011 however due to various health challenges, he was asked to do a stint at St Nicholas, Marrickville for 6 weeks, that lasted for 6 1/2 years!

Father Nikolaos also did voluntary work as a Police Chaplain in the NSW Police Service. He would visit the Greek Orthodox police officers at their respective stations and would provide spiritual and moral support due to the trauma and distress they would encounter on a daily basis.

In 2018, Father Nikolaos announced his retirement where his presence was a source of solace and inspiration to all who sought his guidance. Upon his retirement, Father Nikolaos embarked on a new chapter of service, traveling all over the Inner West, mainly in Marrickville and Hurlstone Park to conduct services, offer counsel, and spread the light of his faith.

In addition to his devoted service to his parish and community, his family was the cornerstone of his life, providing him with an unwavering love and support throughout his journey of faith and service.

He would frequent the family's patisserie Honey & Walnut in Dulwich Hill regularly and was treated like a celebrity by all the customers. His presence and unique aura extended far beyond the confines of his parish walls.

Father Nikolaos will be dearly missed. My sincere condolences to the family and the Greek community. His memory will forever be etched in the hearts and minds of all who were fortunate enough to cross his path.

Vale Father Nikolaos, beloved husband of Presbytera Chrysoula, much loved father, grandfather, and great grandfather.



Officer's Comments:

No further comments were required for this Condolence Motion.

ATTACHMENTS

Nil.

Item No: C0324(1) Item 2

Subject: UPDATE ON THE DEVELOPMENT OF THE INNER WEST MUSEUM OF RUGBY LEAGUE AT LEICHHARDT OVAL

Council at its meeting on 13 February 2024 resolved that the matter be deferred to the meeting to be held on 05 March 2024.

Prepared By: Scott Mullen - Strategic Investments and Property Manager

Authorised By: Kelly Loveridge - Director Corporate

RECOMMENDATION

That Council endorse the proposal to proceed with short term initiatives for the museum whilst building works are undertaken.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

In late 2023 Council adopted the Leichhardt Oval Masterplan which provides an overarching vision for the Leichhardt Park precinct.

Leichhardt Park (Reserve number - R500207) includes the park's caretaker cottage known as 66 Mary Street Lilyfield adjacent to Leichhardt Oval.

The Masterplan proposes the cottage could be utilised to celebrate the history of rugby league in the inner west and developed as the Inner West Museum of Rugby League, as part of the entry way into the precinct.

This report is an update on the development of the Inner West Museum of Rugby League.

BACKGROUND

At the Council meeting held on 23 October 2023, Council resolved the following:

That Council continue with planning of the Inner West Museum of Rugby League and incorporate into the 2024 Budget funds to establish the museum. A further report is to be tabled at the February 2024 Ordinary Council meeting identifying models on which the museum could operate and entities that Council could partner with on the project.

DISCUSSION

From the Masterplan, the Inner West Museum of Rugby League (Image 1) is to be located adjacent to Mary Street Park at the entrance of the Oval. It is proposed the gate house / caretaker's cottage located at the entrance of the Oval will be adapted and reused to include the Museum. The concept also includes several landscaping and paving interventions including honour boards, public art and club logos / shields as floor treatment along the Players Walk (Image 2), as part of the moderate and major options within the Masterplan.



Artist's Impression of the adaptive reuse of the caretakers cottage for the Museum of Inner West Rugby League
Image 1- Proposed Inner West Museum of Rugby League



Artist's Impression of the Players Walk along Lauries Lane Image 2 – Proposed Players Walk (virtual and real life)

Consultation

Council staff have met with representatives from Balmain Tigers, including their archivist and Board Representatives. There is extensive knowledge of both the Balmain Tigers history as well as the broader history of rugby league in the inner west. The meeting with the archivist included inspecting the memorabilia currently stored in shipping containers at the oval.

Balmain Tigers would consider providing access to the memorabilia that could form part of a display within the museum, as well as establishing a network of volunteers to assist with the management of the museum on game days. Enquiries are also underway with several other journalists and local historians who have written about the history of rugby league in the inner

west and who have also assisted with the development of the NSW Rugby League Museum, housed at Rugby League Central in Moore Park, Sydney.

Further, there is potential to formally contact NSWRL to seek assistance in the form of either funding or expertise in establishing a museum of rugby league.

Council has also met with a representative of the Wests Ashfield Club, who have a significant collection of memorabilia, some of which is currently on display at the club. The club are in the process of digitising their collection and would also consider making this material available to Council.

Building Condition Assessment

The building is a two-bedroom cottage, with both the internal and external walls constructed of rendered masonry. The internal floors are mostly a suspendered timber floor. The modified verandah at the rear which houses the kitchen has a suspended concrete slab. The roof is a traditionally framed tiled roof.

A Hazardous Building Materials assessment and a Structural Condition Report have been complete for the site with both reports highlighting defects and providing recommendations to address the defects.

As part of the Asset revaluation process for FY22/23 visual inspections were undertaken of all council buildings and a Building Defects Report was also prepared for this site. The Building Defects Report similarly highlighted defects requiring rectification within the cottage.

The defects identified include cracking to the interior walls, floor coverings and timber work generally to the roof that are beyond their useful life, windows and doors that will require replacement and/or repairs along with repainting to prevent further deterioration. The report also recommended the roof be replaced as it is causing problems to the internal ceilings.

Short term vs long term operation of the museum

Whilst remediation works are being undertaken, several options have been considered to provide interpretative and archival materials for the community in the short term. These include:

- Establishing a (standalone) Leichhardt Oval website, that would provide current information and also contain the interpretive, archival and other material including the 2017 Leichhardt Oval Documentary commissioned by Inner West Council.
- Develop an interpretive trail across the oval, using QR codes located at multiple locations and linking to information embedded in the proposed new website outlined above.
- Development of a virtual Players Walk, accessed via the website. This would tie in and be an extension of the interpretive trail outlined above. The virtual Players Walk could subsequently be interpreted in real life as proposed in the Masterplan as more significant upgrades proceed in the future, as funding is sourced.

Following completion of the building works, the cottage could house a series of temporary exhibitions that would be presented on game days to test the level of patronage, pedestrian flow and accessibility of the building. This information would be used to further develop the design and operation of the museum.



Museum development

An Architect has been engaged to plan the building works, which are intended to commence after the cottage becomes available in March 2024.

A museum working group has been established which includes internal staff from Council's Library and Property teams, as well as external stakeholders representing the Rugby League clubs that form part of the history of rugby league in the inner west.

A specialist Museum Consultant will be engaged to assist with the development of the concept, and planning and design of the building with a view to establishing some temporary exhibitions on game days, in the first instance.

FINANCIAL IMPLICATIONS

The current adopted budget includes \$200,000 in this financial year and \$400,000 in FY24/25 for Leichhardt Oval to support the delivery of the museum. Through the second Quarter Budget review process tabled separately, it is proposed to retain \$150,000 for planning and early works and re-phase \$50,000 to FY24/25, totaling \$450,000 for works to the cottage to support commencement of museum operations.

ATTACHMENTS

Nil.



Item No: C0324(1) Item 3

Subject: LOCAL TRAFFIC COMMITTEE MEETING - 11 DECEMBER 2023

Council at its meeting on 13 February 2024 resolved that the matter be deferred to the meeting to be held on 05 March 2024.

Prepared By: Manod Wickramasinghe - Traffic and Transport Planning Manager

Authorised By: Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive the minutes and adopt the recommendations of the Local Traffic Committee meeting held on 11 December 2023.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

DISCUSSION

The December 2023 meeting of the Local Traffic Committee was at Ashfield Service Centre. The minutes of the meeting are shown at *Attachment 1.*

ITEMS BY WARD

Ward	Item
Baludarri	Hancock Lane, Rozelle - Permanent Road Closure
(Balmain)	Biennale of Sydney 2024 Traffic Management Plan - Robert Street, Rozelle
Gulgadya	Nil.
(Leichhardt)	
Midjuburi	Arthur Street, Marrickville - Proposed continuous footpath treatment
(Marrickville)	Thornley Street carpark, Marrickville - Formalise 'P15 7.00am9.00am and 3.00pm-6.00pm Monday to Friday' restrictions outside Yirran Gumal Early Learning Centre along with other parking restrictions within the carpark
Djarrawunang (Ashfield)	Riverside Crescent, Dulwich Hill - Proposed Traffic Calming and Pedestrian Devices
	Victoria Street, Queen Street, Clissold Street, Seaview Street and surrounding streets, Ashfield/Summer Hill - Proposed pedestrain (zebra) crossings and traffic calming around and near the Cardinal Freeman Village, Ashfield
	Unnamed Lane, Summer Hill (adjacent Henson and Herbert Streets) - Proposed 'No Stopping' restrictions
Damun	Lands Lane, Newtown - Proposed extension to road closure
(Stanmore)	
All Wards	Pedestrian Crossing Warrant Policy
	Traffic Committee Schedule 2024
	Local Traffic Committee Terms of Reference

FINANCIAL IMPLICATIONS

Projects proposed for implementation are funded within existing budget allocations.

ATTACHMENTS

1. Local Traffic Committee minutes - 11 December 2023.



Minutes of Meeting

Meeting commenced at 11.00am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Mayor Darcy Byrne Bill Holliday Graeme McKay Kate Wheatley Nina Fard

Councillor - Baludarri-Balmain Ward (Chair) Representative for Kobi Shetty MP, Member for Balmain Representative for Jo Haylen MP, Member for Summer Hill Representative for Jenny Leong MP, Member for Newtown Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones
Michael Takla
Sunny Jo
George Tsaprounis
Jason Scoufis
Amir Falamarzi
James Nguyen
Jennifer Adams
Zara Helal
Boris Muha
Christy Li

Representative for Transit Systems IWC's Acting Traffic and Transport Planning Manager IWC's Coordinator Traffic Engineering Services (South) IWC's Coordinator Traffic Studies and Road Safety IWC's Traffic Engineer IWC's Business Administration Officer

Inner West Bicycle Coalition (IWBC)

VISITORS

Sally Hamilton	Placemaking NSW, Director Planning, Environment and
	Sustainability (Item 2)
Tim Barker	Representative of Biennale of Sydney (Item 2)
lan West	Resident (Item 8)
Gisele Mesnage	Resident (Item 8)
Alexandra Baudinet	Resident (General Business- Item 12)

APOLOGIES:

Jason Yat-sen Li Member for Strathfield **Ben Walters** Germaine Grant Shannon Burns Manod Wickramasinghe

NSW Police - Inner West Police Area Command NSW Police – Burwood Police Area Command NSW Police - Leichhardt Police Area Command IWC's Traffic and Transport Planning Manager

DISCLOSURES OF INTERESTS:

Nil.



CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 20 November 2023 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 16 October 2023 were adopted at Council's meeting held on 5 December 2023.

The Minutes of the Local Traffic Committee meeting held on 20 November 2023 were adopted at Council's meeting held on 5 December 2023, with the exception of:

- Item 11 (Collins Street, Tempe Proposed 'No Parking' restrictions at dead-end), which is to be deferred for further consideration by the traffic committee.
- That the Item 21 regarding Smith Street be deferred for further consultation with Inner Sydney Montessori School (ISMS).

LTC1223(1) Item 1 Hancock Lane, Rozelle - Permanent Road Closure (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Hancock Lane is one of the projects in Council's Main Streets Program, aiming to improve the vibrancy and safety of public spaces and local streets. The proposal was previously considered by the Traffic Committee on 18 September 2023, with Council providing inprinciple support of the closure, subject to community engagement.

Community engagement was undertaken between 23 October to 20 November 2023 on a concept plan closing off Hancock Lane at Darling Street, Rozelle, and rationalizing the space as a public plaza for people to visit and stay.

Key comments received showed support for the creation of the plaza space, acknowledging the new space as a good addition to the footpath, which will make it more friendly and safer for pedestrians and outdoor dining. About 90% of respondents expressed support for the proposal, with a range of feedback received which is outlined in this report and provided in *Attachment 2*.

Officers Recommendation:

- That the proposed permanent road closure of Hancock Lane, Rozelle at Darling Street be approved, subject to the Transport for NSW approval of the Traffic Management Plan (TMP).
- 2. That the two (2) existing speed cushions and associated signs in Hancock Lane be removed, and a 'No Through Road' sign be installed as part of the Hancock Lane closure.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition questioned if there was the necessary 1.8 meters space between the shops and the proposed outdoor dining space.

Council Officers advised that this will be considered in the development of the detailed design plans which will be reported back to the Traffic Committee at a later stage.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That the proposed permanent road closure of Hancock Lane, Rozelle at Darling Street be approved, subject to the Transport for NSW approval of the Traffic Management Plan (TMP).
- 2. That the two (2) existing speed cushions and associated signs in Hancock Lane be removed, and a 'No Through Road' sign be installed as part of the Hancock Lane closure.

For Motion: Unanimous

LTC1223(1) Item 2 Biennale of Sydney 2024 Traffic Management Plan - Robert Street, Rozelle (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

The Biennale of Sydney 2024 is being proposed to be undertaken at the NSW State Heritage-listed White Bay Power Station (WBPS) located at 28 Robert Street Rozelle. Placemaking NSW has undertaken extensive remediation and conservation work to repurpose the site as an arts, cultural and community hub. This 24th Biennale of Sydney will take place between the dates 9 March to 10 June 2024.

The Traffic Management Plan (TMP) was prepared on behalf of Placemaking NSW and aims to provide safe pedestrian access routes to the site through a proposed signalised pedestrian crossing point in Robert Street, onsite pick-up and drop-off zone for private vehicles, taxis, and shuttle bus services, including to and from bus nearby bus stops to the WBPS. A Transport Access Guide (TAG) has also been prepared for the event.

Officers Recommendation:

That the Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair

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of any damage caused to the public way, or as a result of the activities.

DISCUSSION:

Public Speakers Sally Hamiliton and Tim Barker entered the meeting at 11:03AM

Ms Hamilton and Mr Barker both supported the recommendation for the Traffic Management Plan to be approved for the Biennale of Sydney. Mr Barker outlined their approach to deal with the traffic impacts and how they plan on getting pedestrians to and from the WBPS. He also explained that the Biennale is looking into getting a dedicated shuttle bus service to get patrons to and from Town Hall station to the front of WBPS, where a one way internal road will enable buses and rideshare services to drop off patrons and exit out left onto Robert Street. Mr Barker also explained that they have looked into the impacts on the existing bus and light rail services and have placed some provisions into place to assist during the busier periods to allow patrons to safely get to and from the transport services.

In addition to the proposed changes, the possibility of a temporary ferry service was being considered with plans to stop at the cruise ship terminal further down Robert Street. Ms Hamilton explained that as the ferry service is still currently under discussion and consideration, they will come back to the Local Traffic Committee with an additional Traffic Management Plan for a pedestrian route connecting the temporary ferry wharf to the WBPS if that becomes a viable option. Ms Hamilton explained that it was anticipated for the first night of the Biennale to be the busiest night during the duration of the event. Ms Hamilton explained it was predicted that with a more steady flow of attendees during the 3 months with busiest days being Sundays using data from previous events on other sites. Ms Hamilton also explained that there will not be parking available onsite except for some accessible parking to encourage patrons to use public or active transport options.

Ms Hamilton also noted that they have been monitoring the traffic near the Rozelle Interchange for the past few weeks and will continue to monitor up until and during the event. Ms Hamilton also noted that the operation times of the Biennale is outside of the peak hour traffic in Victoria Road noting that the Biennale opens at 11:00AM each day.

Council Officers asked if there were other location options considered for shuttle buses pickups/drop-offs than from Town Hall station. Mr Barker explained that they had looked into various train station locations and Town Hall was by far the closest location.

The Representative for the Inner West Bike Coalition asked if the Biennale were able to move their fence back further to allow more area for the patrons to wait for the bus at the Robert Street bus stop. Ms Hamilton responded that they propose to have a marshal to assist during peak periods.

Council Officers raised a number of issues regarding the implications of a walking path arising from the potential ferry option. One of the issues was the impact to on-street parking spaces and Council Officers advised that this needs to be articulated to nearby business owners.

The Mayor suggested that Mr Barker and Ms Hamilton be invited back to the February meeting for an update on the progression of the Biennale TMP. Mr Barker and Ms Hamilton agreed to come back in February to discuss.

Public Speakers Sally Hamiliton and Tim Barker left the meeting at 11:17AM

The Representative for the Member of Summer Hill asked if there had been any consideration to reopen the old Glebe Island bridge for pedestrian access. The Mayor advised that there would be issues relating to the bridge condition, and understand there are financial and time limitations to rebuild in time for the Biennale event.

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The Representative for Transit Systems questioned if the TMP had been presented to Bus Approvals and the Transport Management Centre. The Representative for Transport for NSW advised that the TMP had been provided to representatives for Bus Approval and the Transport Management Centre.

The Representative for Transit Systems questioned if this will affect existing bus services. Council Officers responded stating that there bus will be off-loading patrons on-site so there will be no changes to existing bus services on Robert Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- d) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

For Motion: Unanimous

LTC1223(1) Item 3 Pedestrian Crossing Warrant Policy

SUMMARY

This is a report recommending endorsement of the Pedestrian Crossing Warrant Policy.

Council has prepared a Pedestrian Crossing Warrant Policy as detailed in *Attachment 1* to be used when assessing the suitability of locations on local and regional roads for pedestrian (zebra) crossings. This Policy sets out a warrant for the installation of a pedestrian (zebra) crossing on local and regional roads.

Council undertook public exhibition of the draft Pedestrian Crossing Warrant Policy. After considering the comments, a review of the draft policy was undertaken with adjustments made to finalise the Pedestrian Crossing Warrant Policy.

Officers Recommendation:

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That the Pedestrian Crossing Warrant Policy be supported and adopted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the Pedestrian Crossing Warrant Policy be supported and adopted.

For Motion: Unanimous

LTC1223(1) Item 4 Riverside Crescent, Dulwich Hill - Proposed Traffic Calming and Pedestrian Devices (Djarrawunang-Ashfield Ward/Summer Hill Electorate/ Inner West PAC)

SUMMARY

The concept designs as per *Attachments 1, 2 and 3* have been developed as recommended in part at the Local Traffic Committee meeting held on 21 November 2022 and subsequently resolved at the Council meeting held on 6 December 2022. The proposed traffic calming and pedestrian devices aim to improve pedestrian accessibility at Riverside Crescent, Dulwich Hill, at its intersections with Tennyson Street, Balfour Street and Ewart Street, and also provide a traffic calming function.

Officers Recommendation:

That the following concept designs be approved and listed for consideration in Council's Traffic Facilities Program:

- a) Proposed traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent intersection as per *Attachment 1*.
- b) Proposed traffic calming in the form of kerb extensions at the Riverside Crescent/Balfour Street intersection as per *Attachment 2*.
- c) Proposed upgraded pedestrian refuge in Riverside Crescent at Ewart Street as per Attachment 3.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the following concept designs be approved and listed for consideration in Council's Traffic Facilities Program:

- a) Proposed traffic calming in the form of kerb extensions at the Tennyson Street/Riverside Crescent intersection as per *Attachment 1.*
- b) Proposed traffic calming in the form of kerb extensions at the Riverside Crescent/Balfour Street intersection as per *Attachment 2.*
- c) Proposed upgraded pedestrian refuge in Riverside Crescent at Ewart Street as per *Attachment 3.*

For Motion: Unanimous

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LTC1223(1) Item 5 Lands Lane, Newtown - Proposed extension to road closure (Damun-Newtown Ward/Newtown Electorate/Inner West)

SUMMARY

Lands Lane, Newtown is a narrow laneway that connects to Oxford Street at a dead-end. The footpaths on either side of the laneway are narrow, and subsequently, people are walking along the road to and from Oxford Street. A pram ramp is proposed at this dead-end to improve pedestrian accessibility to the footpath on Oxford Street which will require a 1.5m extension to the physical road closure.

Officers Recommendation:

That the proposed 1.5m extension to the road closure at the dead-end of Lands Lane, Newtown be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed 1.5m extension to the road closure at the dead-end of Lands Lane, Newtown be approved.

For Motion: Unanimous

LTC1223(1) Item 6 Arthur Street, Marrickville - Proposed continuous footpath treatment (Midjubiri-Marrickville Ward/Newtown Electorate/Inner West PAC)

SUMMARY

Council's Pedestrian Access and Mobility Plan (PAMP) identified a 'high' priority opportunity to install a raised continuous footpath treatment across Arthur Street, Marrickville, at the intersection of Illawarra Road. The intersection of Arthur Street, at Illawarra Road is located along a key pedestrian link connecting pedestrians to the Marrickville Train Station and Marrickville Town Centre.

Council has subsequently completed a concept plan to improve pedestrian safety and connectivity. This proposal consists of installing a continuous footpath treatment, kerb extensions and adjusting the existing parking spaces on Arthur Street. Accordingly, it is recommended that the concept design plan for the proposed changes be approved in principle and that the proposal progress to a detailed design phase.

Officers Recommendation:

That the following be approved in principle and subject to the detailed design:

- a) installation of a raised continuous footpath treatment across Arthur Street at Illawarra Road;
- b) widening of the kerb extension on the southern side of Arthur Street from 2 metres to 5 metres;
- c) reduction of the kerb extension width on the northern side of Arthur Street from 5 metres to 2 metres;
- d) conversion of the 90-degree angle parking on the northern side of Arthur Street,



- between Illawarra Road and Ann Street to parallel parking; and
- e) conversion of the parallel parking on the southern side of Arthur Street, between Illawarra Road and Ann Street to 90-degree rear to kerb angle parking.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the following be approved in principle and subject to the detailed design:

- a) installation of a raised continuous footpath treatment across Arthur Street at Illawarra Road;
- b) widening of the kerb extension on the southern side of Arthur Street from 2 metres to 5 metres;
- c) reduction of the kerb extension width on the northern side of Arthur Street from 5 metres to 2 metres;
- d) conversion of the 90-degree angle parking on the northern side of Arthur Street, between Illawarra Road and Ann Street to parallel parking; and
- e) conversion of the parallel parking on the southern side of Arthur Street, between Illawarra Road and Ann Street to 90-degree rear to kerb angle parking.

For Motion: Unanimous

LTC1223(1) Item 7 Thornley Street carpark, Marrickville - Formalise 'P15 7.00am-9.00am and 3.00pm-6.00pm Monday to Friday' restrictions outside Yirran Gumal Early Learning Centre along with other parking restrictions within the carpark (MIDJUBURI - MARRICKVILLE WARD/ SUMMER HILL ELECTORATE / INNER WEST PAC)

SUMMARY

Parents and carers have noticed an increase in the number of people using the Council car park adjacent Yirran Gumal Early Learning Centre and are experiencing difficulties pickingup and dropping- off their children. In order to alleviate this, it is proposed to formalise the current drop-off zone in Thornley Street carpark, Marrickville.

Officers Recommendation:

- That the existing signage 'Drop off / Pick up Childcare Centre Parking Only 7am 9am 3pm – 6pm Mon – Fri Except Public Holidays' signage on the western side of Thornley Street carpark adjacent to Yirran Gumal Early Learning Centre, Marrickville be amended to '15-minute Parking 7.00am-9.00am and 3.00pm-6.00pm Monday to Friday' restrictions (eight car parking spaces), to assist parents/carers with the drop-off and pick-up of children and address development conditions.
- 2. That the ten parking spaces on the eastern side of the car park and two spaces at the south-eastern side be sign posted with '2P 8am 6pm Mon Sun' restrictions be approved, to provide short stay parking for the public.
- 3. That Council's Parking Rangers be informed of the decision.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

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COMMITTEE RECOMMENDATION:

- That the existing signage 'Drop off / Pick up Childcare Centre Parking Only 7am 9am 3pm – 6pm Mon – Fri Except Public Holidays' signage on the western side of Thornley Street carpark adjacent to Yirran Gumal Early Learning Centre, Marrickville be amended to '15-minute Parking 7.00am-9.00am and 3.00pm-6.00pm Monday to Friday' restrictions (eight car parking spaces), to assist parents/carers with the drop-off and pick-up of children and address development conditions.
- 2. That the ten parking spaces on the eastern side of the car park and two spaces at the south-eastern side be sign posted with '2P 8am 6pm Mon Sun' restrictions be approved, to provide short stay parking for the public.
- 3. That Council's Parking Rangers be informed of the decision.

For Motion: Unanimous

LTC1223(1) Item 8 Victoria Street, Queen Street, Clissold Street, Seaview Street and surrounding streets, Ashfield/Summer Hill - Proposed pedestrain (zebra) crossings and traffic calming around and near the Cardinal Freeman Village, Ashfield. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council at its meetings on the 14 March 2023 and 8 August 2023 raised pedestrian safety issues via a Notice of Motion and resolved that Council officers investigate improved pedestrian safety around the Cardinal Freeman (Retirement) Village, Ashfield.

The primary issues raised under Notice of Motion would be that Council engage with the residents of Cardinal Freeman Village to identify and implement pedestrian safety improvements and support a reduced warrant approach in line with Inner West Council policy for pedestrian crossings at or near Cardinal Freeman Retirement Village.

Council has since developed a scheme to address key concerns raised regarding pedestrian and road safety issues in the streets surrounding and near vicinity to the Cardinal Freeman Retirement Village.

The scheme has been developed using information from:

•<u>initial community consultation in August 2023</u>- Refer to report in *Attachment 1* •ongoing correspondence from the community about issues in the area

•a review of traffic volumes, vehicle speeds and crash statistics in the area

The scheme proposes recommended treatments at locations shown in the attached locality map Diagram 1 on page 4, which includes raised pedestrian crossings, kerb extension pedestrian facilities and raised threshold traffic calming devices. The various proposed treatments (under concept design) are further shown in *Attachment* 2. The treatments are also developed for the benefit and safety of the general community.

Officers Recommendation:

- 1. That the following proposed pedestrian (zebra) crossings, kerb extensions. and traffic calming treatments around and near the Cardinal Freeman Village with associated removal or installation of parking (as shown under concept design in Attachment 2) be approved in principle, subject to final detailed design and funding:
 - (a) Plan 1- Victoria Street, mid-block between Clissold Street and Seaview Street. Install new raised pedestrian (zebra) crossing in line with existing kerb extensions

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outside premises No.126 and relocate and construct a new in lane Bus Stop platform (full-bus length) outside premises No. 128. This will result on the loss of approximately 4 parking spaces.

(b) Plan 2- Victoria Street and Seaview Street.

Install a new raised pedestrian (zebra) crossing in Seaview Street, west of Victoria Street, provide kerb extensions to all corners of Victoria Street and bring out the 'STOP' lines from both ends of Seaview Street.

(c) <u>Plan 3- Seaview Street at Yeo Avenue</u>. Install new raised platform (threshold) in Seaview Street, west of Yeo Avenue with pedestrian fencing.

(d) Plan 4- Queen Street at Seaview Street & Hillcrest Avenue

Install new raised pedestrian (zebra) crossing (in lieu of existing refuge) in Queen Street, north of Seaview Street and relocate Bus Stop forward on the western side of Queen Street. This will result in the loss of one parking space

Install new raised threshold (platform) with garden beds (back of kerb) in Queen Street, north of Hillcrest Avenue and remove parking for improved sight view of traffic out of gate 8 and 9 of the village. This will result in loss of 1 parking space to each approach sides to Gate 8 and 9 of the Cardinal Freeman Village. Gain if and where possible, approximately 3 parking spaces to the eastern side of Queen Street near Seaview Street.

(e) Plan 5- Queen Street at Clissold Street.

Install new raised threshold (platform) with garden beds (back of kerb) in Queen Street, north of Clissold Street. Install new raised pedestrian (zebra) crossing in Queen Street, south of Clissold Street and relocate Bus stop on the western side south of its original location. Remove chicane islands outside premises No.77. Remove narrow central median islands in Clissold Street and replace with BB centre line marking or painted median. This will result in the loss of approximately 3-4 parking spaces and gain of up to 8 parking spaces.

(f) Plan 6- Clissold Street and Victoria Street.

Remove existing (at road level) zebra crossing in Clissold Street east of Gate 12 of the Cardinal Freeman Village and install new raised pedestrian (zebra) crossing east of Gate 11 to the Cardinal Freeman Village. Install physical and painted kerb extensions to all corners of Victoria Street and bring out the 'STOP' lines on both sides of Clissold Street.

- (g) <u>Plan 7- Clissold Street crossing- Clissold Street at Holden Street.</u> Install new raised pedestrian (zebra) crossing in Clissold Street, east of Holden Street (outside premises No. 28 Clissold Street).
- (h) <u>Plan 8- Robert Street at Holden Street.</u> Install new raised pedestrian (zebra) crossing in Robert Street, east of Holden Street.
- (i) <u>Plan 9- Victoria Street at Robert Street.</u> Install new raised pedestrian (zebra) crossing in Robert Street, south of Victoria. This will result in the loss of approximately 2 parking spaces.
- (j) <u>Plan 10- Drynan Street at Prospect Road</u>. Install new raised pedestrian (zebra) crossing in Drynan Street, east of Prospect Road. This will result in loss of approximately 1-2 parking spaces to the north side of Drynan Street, and loss of 1-2 spaces to relocate part of the 'No Parking' (school times) drop-off and pick up zone towards the east

- (k) Plan 11- Henson Street at Smith Street.
 - Install new pedestrian (zebra) crossing in Henson Street, south of Smith Street. This will result in the loss of approximately 1-2 resident parking spaces for relocation of the 'No Parking Wedding and Funeral Vehicles Excepted' reserve further south of its original location on the eastern side of Henson Street.
- 2. That the new raised pedestrian (zebra) crossing in Holden Street, south of Clissold Street be approved in principle, subject to obtaining concurrence from Canterbury Bankstown Council prior to final design.

DISCUSSION:

Public Speakers Ian West and Gisele Mesnage entered the meeting at 11:20AM

Ms Mesnage supported the proposed recommendation for the traffic calming treatments around Cardinal Freeman Village. Ms Mesnage wanted to clarify the proposed recommendation; which states "Install new raised pedestrian (zebra) crossing in Robert Street, south of Victoria Street. This will result in the loss of approximately 2 parking spaces." Ms Mesnage wanted to clarify if this pedestrian crossing will be built on Robert Street, south of Victoria Street or if it will be built on Victoria Street, south of Robert Street. Council Officers acknowledged there was an error in the recommendation and that the plans shown are for the pedestrian crossing to be built on Victoria Street, south of Robert Street. Council Officers agreed to update the recommendation to reflect the plan.

Ms Mesnage also stated she would like Council to investigate the possibility of a pedestrian crossing in Smith Street, Summer Hill as well as Moonbie Street, Summer Hill as this will assist her in navigating around the area more safely. Ms Mesnage indicated her support for raised crossings however she expressed concerns that these crossings needed to be built with pram ramps rather than a continuous footpath. Ms Mesnage is concerned about the safety issues that may arise from this plan especially for pedestrians who may be vision impaired like herself as she stated that guide dogs are not trained to stop at the start of continuous pathways and wide cane users cannot detect a road crossing when it is continuous with the footpath and with kerb ramp removed. Ms Mesnage requested Council to review the submissions made by Guide Dogs Australia, Dr Ben an Ophthalmologist and Susan Thompson, an Urban Planner at University of New South Wales and for Council to consult with those organisations and individuals regarding the plans for the proposed crossings.

Ms Mesnage also raised concerns regarding the time frame for the construction of the pedestrian crossings as she noted that the all the crossings except for the Victoria Street crossing, are planned to be constructed in the 2025/2026 financial year. She stated that construction is to occur too far into the future and also stated that she currently spends money from her NDIS funding to get to destinations when she would be able to get to with her guide dog if the pedestrian crossing were provided earlier and urged Council to consider bringing the timeframe forward.

Mr West supported the proposed recommendation for the traffic calming treatments around Cardinal Freeman Village and expressed the importance of getting these pedestrian crossing built to assist residents around the area. He noted that his wife uses a walker and has difficulties with crossing Victoria Road, Queen Street, Seaview Street and Clissold Street and expressed it was imperative these crossings be built. Mr West also requested to have in place a system to update residents on the progress of the implementation of the proposed crossings. Mr West stated that this would allow residents to keep track and monitor the progress as well as ensure that the proposed crossings will be implemented accordingly.

Public Speakers Ian West and Gisele Mesnage left the meeting at 11:28AM

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Council Officers tabled written correspondence from a resident opposing the proposal at Holden Street, south of Clissold Street.. The resident raised concerns regarding loss of parking, the exacerbation of existing parking and traffic issues in the area should the proposed pedestrian crossing be approved, impacts to business surrounding the area and the impact on the elderly residents whose driveways are adjacent to the proposed crossing (and who already struggle to safely reverse into the street). The resident suggested that Council put a hold on the Holden Street pedestrian proposal in order to undertake targeted consultation regarding the proposed crossing with all residents and businesses in the wider area and develop a proposal to respond to the concerns raised as well as investigate the option to convert the existing pedestrian island to the north on Holden Street (between Palace and Park) into a pedestrian crossing.

Council Officers noted that the proposed pedestrian crossing on Holden Street is on the boundary line with the Canterbury Bankstown Council and would require approval from Canterbury Bankstown Council before commencement of any works. Council Officers advised that the Holden Street pedestrian crossing be treated as a separate matter for investigation but still recommended that the proposal be approved in principle subject to obtaining concurrence from Canterbury Bankstown Council prior to final design.

Council Officers noted Ms Mesnage's concerns regarding level footpath crossings the inability for her guide dog to navigate footpaths and pedestrian crossings safely. Council Officers will contact Guide Dogs Australia to discuss alternatives measures that can be implemented into the plan to address concerns for those who are visually impaired.

Council Officers noted in the report that it was suggested that an additional raised pedestrian crossing on be installed on Smith Street, east of Henson Street to provide better linkage for pedestrians to go to various places and services in the area and recommended that this be amended to reflect in the recommendation. A full Engagement Outcome Report was tabled at the meeting and similarly provided through the Council website under 'Your Say Inner West'. Having only one additional crossing in Smith Street is further explained under the Engagement Outcome report within the Council (tabled) response.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That the following proposed pedestrian (zebra) crossings, kerb extensions. and traffic calming treatments around and near the Cardinal Freeman Village with associated removal or installation of parking (as shown under concept design in Attachment 2) be approved in principle, subject to final detailed design and funding:
 - (a) <u>Plan 1- Victoria Street, mid-block between Clissold Street and Seaview</u> <u>Street.</u> Install new raised pedestrian (zebra) crossing in line with existing kerb extensions outside premises No.126 and relocate and construct a new in lane Bus Stop platform (full-bus length) outside premises No. 128. This will result on the loss of approximately 4 parking spaces.
 - (b) Plan 2- Victoria Street and Seaview Street. Install a new raised pedestrian (zebra) crossing in Seaview Street, west of Victoria Street, provide kerb extensions to all corners of Victoria Street and bring out the 'STOP' lines from both ends of Seaview Street.
 - (c) <u>Plan 3- Seaview Street at Yeo Avenue</u>. Install new raised platform (threshold) in Seaview Street, west of Yeo Avenue with pedestrian fencing.
 - (d) Plan 4- Queen Street at Seaview Street & Hillcrest Avenue

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Install new raised pedestrian (zebra) crossing (in lieu of existing refuge) in Queen Street, north of Seaview Street and relocate Bus Stop forward on the western side of Queen Street. This will result in the loss of one parking space.

Install new raised threshold (platform) with garden beds (back of kerb) in Queen Street, north of Hillcrest Avenue and remove parking for improved sight view of traffic out of gate 8 and 9 of the village. This will result in loss of 1 parking space to each approach sides to Gate 8 and 9 of the Cardinal Freeman Village. Gain if and where possible, approximately 3 parking spaces to the eastern side of Queen Street near Seaview Street.

(e) Plan 5- Queen Street at Clissold Street.

Install new raised threshold (platform) with garden beds (back of kerb) in Queen Street, north of Clissold Street. Install new raised pedestrian (zebra) crossing in Queen Street, south of Clissold Street and relocate Bus stop on the western side south of its original location. Remove chicane islands outside premises No.77. Remove narrow central median islands in Clissold Street and replace with BB centre line marking or painted median. This will result in the loss of approximately 3-4 parking spaces and gain of up to 8 parking spaces.

(f) Plan 6- Clissold Street and Victoria Street.

Remove existing (at road level) zebra crossing in Clissold Street east of Gate 12 of the Cardinal Freeman Village and install new raised pedestrian (zebra) crossing east of Gate 11 to the Cardinal Freeman Village. Install physical and painted kerb extensions to all corners of Victoria Street and bring out the 'STOP' lines on both sides of Clissold Street.

- (g) <u>Plan 7- Clissold Street crossing- Clissold Street at Holden Street.</u> Install new raised pedestrian (zebra) crossing in Clissold Street, east of Holden Street (outside premises No. 28 Clissold Street).
- (h) <u>Plan 8- Robert Street at Holden Street.</u> Install new raised pedestrian (zebra) crossing in Robert Street, east of Holden Street.
- (i) <u>Plan 9- Victoria Street at Robert Street.</u> Install new raised pedestrian (zebra) crossing in Victoria Street, south of Robert. This will result in the loss of approximately 2 parking spaces.
- (j) <u>Plan 10- Drynan Street at Prospect Road</u>. Install new raised pedestrian (zebra) crossing in Drynan Street, east of Prospect Road. This will result in loss of approximately 1-2 parking spaces to the north side of Drynan Street, and loss of 1-2 spaces to relocate part of the 'No Parking' (school times) drop-off and pick up zone towards the east
- (k) <u>Plan 11- Henson Street at Smith Street.</u> Install new pedestrian (zebra) crossing in Henson Street, south of Smith Street. This will result in the loss of approximately 1-2 resident parking spaces for relocation of the 'No Parking Wedding and Funeral Vehicles Excepted' reserve further south of its original location on the eastern side of Henson Street.
- (I) Additional crossing- Smith Street, east of Henson Street.

Install new pedestrian (zebra) crossing in Smith Street, east of Henson Street (between the roundabout and the driveway of 139A Smith Street). This will result in the loss of 2-3 parking spaces, 1 parking space to the north side INDER WEST

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and 1-2 parking spaces to the south side of Smith Street.

- 2. That the new raised pedestrian (zebra) crossing in Holden Street, south of Clissold Street be approved in principle, subject to obtaining concurrence from Canterbury Bankstown Council prior to final design.
- 3. That Council seek opportunities to fund the proposals sooner.

For Motion: Unanimous

LTC1223(1) Item 9 Unnamed Lane, Summer Hill (adjacent Henson and Herbert Streets) - Proposed 'No Stopping' restrictions (Djarrawaunang-Summer Hill Ward/Summer Hill Electrorate/Burwood PAC)

SUMMARY

The unnamed laneway running perpendicular to Henson and Herbert Streets, Summer Hill is utilised by Council's waste vehicles to collect household waste of the properties on Henson Street. Currently, there are no existing 'No Stopping' restrictions at the entrance to the laneway at the intersections of Herbert and Henson Streets, and parked vehicles are subsequently, restricting access for Council's waste vehicles, impacting weekly household waste collection. 'No Stopping' restrictions are proposed at the entrance to this laneway to ensure compliance with the NSW Road Rules and ensure vehicles do not park too close to the intersection. This will improve the turning movements into and out of the laneway for Council's waste vehicles as well as any emergency vehicles that require access. In addition, it will also improve sight lines for pedestrians crossing the laneway, particularly school children from the nearby Summer Hill Public School.

Officers Recommendation:

- 1. That the installation of 'No Stopping' on the north side of Unnamed lane, Summer Hill extending 10m from its intersections of Herbert Street be approved.
- 2. That the installation of 'No Stopping' on the west side of Unnamed lane, Summer Hill extending 6m from its intersections of Henson Street be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That the installation of 'No Stopping' on the north side of Unnamed lane, Summer Hill extending 10m from its intersections of Herbert Street be approved.
- 2. That the installation of 'No Stopping' on the west side of Unnamed lane, Summer Hill extending 6m from its intersections of Henson Street be approved.

For Motion: Unanimous

LTC1223(1) Item 10 Traffic Committee Schedule 2024

SUMMARY

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To assist Committee members with forward planning, the schedule of meetings of the Local Traffic Committee for 2024 is detailed below.

Officers Recommendation:

That the proposed schedule of meetings of the Local Traffic Committee for the 2024 calendar year be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed schedule of meetings of the Local Traffic Committee for the 2024 calendar year be received and noted.

For Motion: Unanimous

LTC1223(1) Item 11 Local Traffic Committee Terms of Reference

SUMMARY

The Local Traffic Committee is run in accordance with "A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees)" which was produced by the then Roads and Traffic Authority in 2009.

Governance and Risk is redeveloping Council's Terms of Reference for Local Democracy Groups which includes advisory committees and working groups, to encompass additional governance mechanisms.

The Terms of Reference includes clauses on Conflicts of Interest and Model Code of Conduct requirements. Also included are acts of disorder and mutual respect clauses to align with Council's Code of Meeting Practice and Council's values and stance on mutual respect.

A review of the "Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees)" has been undertaken and it is recommended that it encompasses specific clauses on the above areas to ensure appropriate governance is upheld in the Local Traffic Committee.

It is recommended that the Local Traffic Committee Terms of Reference attached to the report be endorsed for Council to adopt.

Officers Recommendation:

That the Local Traffic Committee Terms of Reference attached to the report be endorsed for Council to adopt.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:



That the Local Traffic Committee Terms of Reference attached to the report be endorsed for Council to adopt.

For Motion: Unanimous

General Business:

Item 12 - Request for Pedestrian Crossing in Curtis Road, Balmain

The Mayor received correspondence from a resident regarding a request for a Pedestrian Crossing in Curtis Road, Balmain.

Public Speaker Alexandra Baudinet entered the meeting at 11:30AM

Ms Baudinet proposed for Council to investigate the possibility of a Pedestrian Crossing in Curtis Road, Balmain. Ms Baudinet noted that there is significant vehicular traffic on Curtis Road and feature a four way intersection. Ms Baudinet also advised that there is a lot of foot traffic as well as there are schools, parks, ferry wharves and childcares nearby. Ms Baudinet stated that at there is an existing pedestrian island at the intersection that slightly assists with slowing down traffic but does very little in regard to pedestrian safety when crossing the road. She also raised that there is low visibility for pedestrians of the road when standing in the pedestrian refuge area. Ms Baudinet noted in regards to alternative places to cross; there is a Pedestrian Crossing 300 meters away on Curtis Road outside the Royal Oak Hotel, or another 330 meters away on Darling Street near the Balmain Watch House. She stated that these are both too far, as a loop back on oneself requires a detour of at least 600 meters to access these crossings. Ms Baudinet noted that she had seen the Before and After school care carers are crossing the children 40–50m east of this location and advised this may be a good place to access for a potential Pedestrian Crossing as there is better visibility for pedestrians crossing compared to where the current pedestrian island is located.

Public Speaker Alexandra Baudinet left the meeting at 11:35AM

The Mayor proposed for Council to receive a report to the February Traffic Committee meeting regarding the request for a new Pedestrian Crossing in Curtis Road, Balmain with an onsite meeting with residents to be held prior to the report being prepared.

Council Officers advised that there will be a traffic study conducted around the Balmain and Birchgrove area, and that a speed radar sign has been installed near St Andrews Congregational Church which was where Ms Baudinet proposed the crossing to be installed. Council Officers noted they will collect data during school term for review in the report.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That a report be prepared for the Traffic Committee meeting addressing the request for a new Pedestrian Crossing in Curtis Road, Balmain with an onsite meeting with residents held prior to the report being prepared.

For Motion: Unanimous

Item 13 – Vehicles queuing across Victoria Road and Darling Street, Rozelle

Item

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Council Officers table in correspondence from the Leichhardt Police Area Command regarding concerns of vehicles blocking the intersection or crossing over the painted white lines where pedestrians and children walk whilst waiting to cross the intersection causing safety concerns for pedestrians. The Police recommended the possibility of signage stating 'Do Not Queue Across Intersection' as a visual measure to deter motorists from queuing across the intersections. The Transport for NSW Representative noted they will take into consideration the potential of erecting 'Do Not Queue Across Intersection' signage.

Item 14 - Report provided to Council regarding the Robert Street, Rozelle Bus Stop

The Representative for the member of Balmain raised that the report provided in the previous Traffic Committee meeting did not mention his three suggestions to improve the Bus Stop and would like to request an amended report be issued.

Item 15 – Update on Traffic Signal upgrade at the intersection of Fredrick Street and John Street, Ashfield.

The Representative for the Member of Summer Hill requested an updated regarding the intersection of Fredrick Street and John Street, Ashfield.

The Representative for TfNSW advised that there are no new updates from the previous meeting and that they are currently still in the tender process.

Meeting closed at 12:05pm.

CHAIRPERSON



Item No: C0324(1) Item 4

Subject: NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT 2024

Council at its meeting on 13 February 2024 resolved that the matter be deferred to the meeting to be held on 05 March 2024.

Prepared By: Beau-Jane De Costa - Senior Manager Governance and Risk

Authorised By: Kelly Loveridge - Director Corporate

RECOMMENDATION

- 1. That Council determine the Councillors attending the National General Assembly of Local Government 2024.
- 2. That Council determine the one (1) Councillor that will be the voting delegate.
- 3. That Council require any proposed motions, that meet the National General Assembly's criteria, to be sent by Councillors (following the proposed motions template in *Attachment 3*) by 10.00am 26 February 2024 for consideration by Council at the 5 March 2024 Council meeting.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

Convened annually by the Australian Local Government Association (ALGA), the National General Assembly (NGA) of Local Government is the peak annual event for Local Government, attracting in excess of 800 Mayors and Councillors each year. The report seeks a resolution from Council as to the Councillors to attend, including the one voting delegate, and outlines the timeframe for any proposed motions to be considered.

BACKGROUND

This event provides a unique opportunity for Local Government to engage directly with the Federal Government, to develop national policy and to influence the future direction of councils and communities. The NGA will be held in Canberra from 2 - 4 July 2024.

DISCUSSION

The purpose of the NGA is to bring together councils from around Australia to discuss, debate and adopt motions of national significance with a focus on how partnerships, particularly between the Australian Government and Local Governments, can tackle immediate challenges facing communities.

In 2023, Council determined that eight (8) Councillors would attend the NGA.

In previous years, (2022, 2021 and 2019) Council determined that five (5) Councillors would attend the NGA.

Each Council is entitled to one (1) voting delegate.

The theme for the 2024 NGA is "Building Community Trust".

SUBMITTING MOTIONS

The National General Assembly calls for Councils to consider submitting motions for debate. This is an important opportunity for councils to influence the national policy agenda and promote new ways of strengthening the local government sector and communities we serve.

When submitting motions Council should focus on how partnerships can address national issues at the local level, and new ways the Australian Government could partner to strengthen the local government sector to advance community well-being, local economic development, create jobs, address environmental challenges, climate change and complex social issues such as housing affordability.

If Council chooses to submit a motion/s there is an expectation that a council representative will be present at the NGA to move and speak to that motion, if required.

Any proposed motions will need to be adopted at the 5 March 2024 Council meeting at the latest, to ensure we are able to submit the motions for consideration at the Conference by the deadline of 29 March 2024.

Criteria for motions

To be eligible for inclusion in the Business Papers, and subsequent debate on the floor, motions must meet the following criteria:

- 1. Be relevant to the work of local government nationally.
- 2. Not be focused on a specific jurisdiction, location or region unless the project or issue has national implications.
- 3. Be consistent with the themes of the NGA.
- 4. Complement or build on the policy objectives of ALGA and your state or territory local government association.
- 5. Be submitted by a council which is a financial member of their state or territory local government association.
- 6. Propose a clear action and outcome ie call on the Australian Government to act on something.
- 7. Not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members, or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.
- 8. Address issues that will directly improve the capacity of local government to deliver services and infrastructure for the benefit of all Australian communities.
- 9. Not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
- 10. Be supported by sufficient evidence to support the outcome being sought and demonstrate the relevance and significance of the matter to local government nationally.

Motions should generally be in a form that seeks the NGA's support for a particular action or policy change at the Federal level which will assist local governments to meet local community needs.

To further assist Councillors with the development of potential motions, Councillors have been provided with the ALGA discussion paper, the previous 4 years of Inner West motions and the format and information required for each motion, as detailed in *Attachments 1, 2 and 3*.



Councillors are requested to send any motions they would like submitted for consideration by Council (following the proposed motions template in *Attachment 3*) by 10.00am 26 February 2024.

Any proposed motions will then be tabled at the 5 March 2024 Council Meeting for Council's consideration, in advance of the deadline for motions of 29 March 2024.

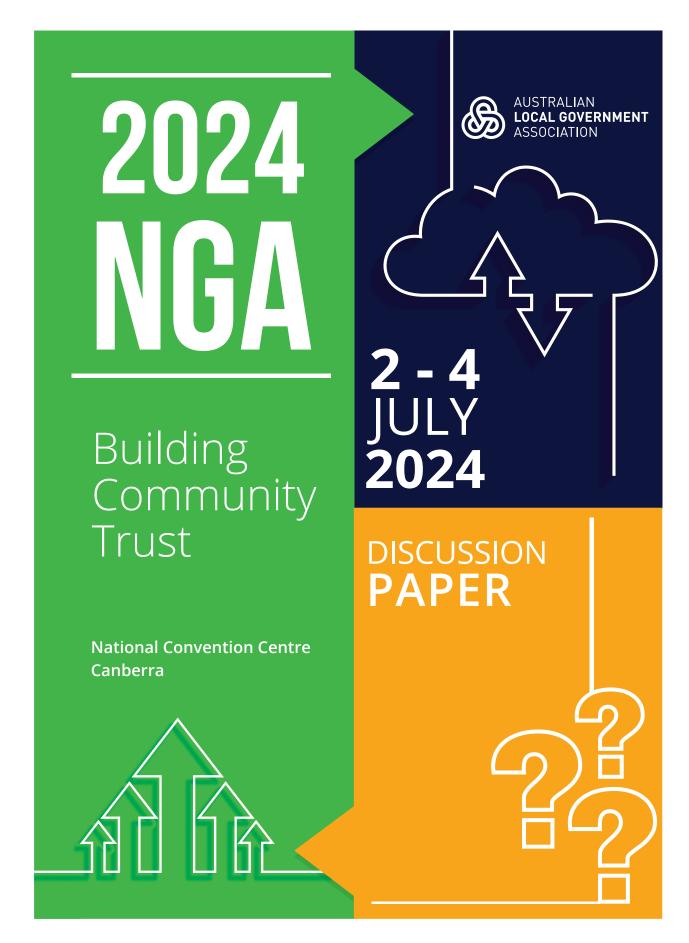
FINANCIAL IMPLICATIONS

The cost for registration, travel and accommodation for the General Assembly will be approximately \$2000 per Councillor. Funds will be sourced from the Councillors Conference and Training Budget, in accordance with the Councillor Expenses and Facilities Policy.

ATTACHMENTS

- 1. National General Assembly Discussion Paper 2024
- 2.1 Previous Inner West National General Assembly Motions
- 3.1. National General Assembly Proposed Motions Template



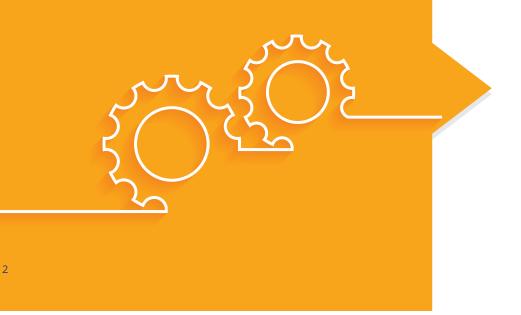


Attachment 1

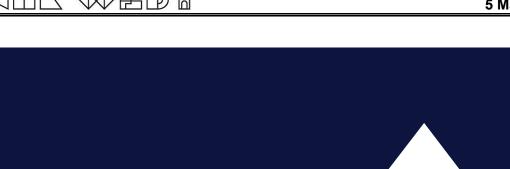
KEY DATES

29 March 2024 | Acceptance of Motions
2 July 2024 | Regional Cooperation & Development Forum
3 - 4 July 2024 | National General Assembly
5 July 2024 | Australian Council of Local Government

TO SUBMIT YOUR MOTION VISIT: ALGA.COM.AU



Attachment 1



The Australian Local Government Association (ALGA) is pleased to convene the 30th National General Assembly of Local Government (NGA), to be held in Canberra from 2-4 July 2024.

As convenor of the NGA, the ALGA Board cordially invites all councils to send representatives to this important national event.

The NGA is the premier national gathering of local governments, and provides councils with the opportunity to come together, share ideas, debate motions, and most importantly unite and further build on the relationship between local government and the Australian Government.

This discussion paper contains essential information for Australian councils considering submitting motions for debate at the 2024 National General Assembly of Local Government (NGA).

It is recommended that all councils and delegates intending to attend the 2024 NGA familiarise themselves with the guidelines for motions contained in this paper on page 6.

BACKGROUND TO ALGA AND THE NGA

ALGA was established 1947. In structure, ALGA is a federation of member state and territory associations. Its mission is to achieve outcomes for local government through advocacy with impact, and maximise the economic, environmental and social wellbeing of councils and our communities.

Since 1994, the NGA has built the profile of local government on the national stage, showcased the value of councils, and most importantly demonstrated - particularly to the Australian Government - the strength and value of working with local government to help deliver on national priorities.

Debate on motions was introduced to the NGA as a vehicle for councils from across the nation to canvas ideas. Outcomes of debate on motions (NGA Resolutions) could be used by participating councils to inform their own policies and priorities, as well as their advocacy when dealing with federal politicians.

At the same time, they help ALGA and its member state and territory associations gain valuable insight into council priorities, emerging national issues, and the level of need and support for new policy and program initiatives.

Given the structure of ALGA, its Constitution, and level of resources, the NGA does not bind the ALGA Board. However, the Board carefully considers NGA resolutions as it determines ALGA's policies, priorities and strategies to advance local governments within the national agenda.

This is your NGA and ALGA is pleased to act as the convenor. ALGA's policies and priorities will continue to be determined by the ALGA Board in the interests of all councils.

The ALGA Board thanks all councils for attending the NGA and those that will take the time to reflect on the purpose of debate on motions outlined in this paper, and to submit motions for debate at the 2024 NGA.

Attachment 1

SUBMITTING MOTIONS

Australia is one of the world's great democracies. It is held in high regard across the world but should never be taken for granted.

The theme of the 2024 NGA is – Building Community Trust.

This theme aims to explore the critical importance of trust in governments, between governments, its institutions, and its citizens. This trust is a fundamental building block of our nation's democracy.

While relatively low key, over the past decade there has been increasing public debate by scholars and policy makers about the level of trust in government, its institutions and indeed the operation of our democracy more broadly.

Mark Evans et al (2019) published research in 'The Conversation' indicating that Australians' trust in politicians (our political representatives) and democracy has hit an all-time low. This report indicates 'fewer than 41% of Australian citizens are satisfied with the way democracy works in Australia, down from 86% in 2007.

Public satisfaction has fallen particularly sharply since 2013, when 72% of Australian citizens were satisfied. Generation X is least satisfied (31%) and Baby Boomers most satisfied (50%). Some political authors suggest that these trends in part explain the rise in popularity and the relative success of independents and micro or single-issue parties.

These statistics should be of concern to every level of government and those interested in the future of our communities and Australia's democratic system.

It is said that 'trust is hard-earned, easily lost, and difficult to re-establish – and a key to absolutely everything.' While media and public attention frequently focuses on levels of trust in the national and state governments, local governments have an equally important role in building, maintaining and indeed, often repairing government-community relationships.

At its most fundamental level, the 2024 NGA focusses on the role of local government and how all levels of government can help each other build, maintain and strengthen government-community relationships.

This discussion paper is a call for councils to submit motions for debate at the 2024 NGA to be held in Canberra from 2-4 July 2024.

Motions for this year's NGA should consider:

- how all levels of government in Australia can build trust in each other and earn greater trust from the community;
- practical opportunities for the Australian Government to leverage the trust that local communities have in their local council;
- focus on practical programs that can strengthen the system of local government nationally to provide the services and infrastructure required to support and strengthen our communities; and
- new program ideas that that would help the local government sector to deliver the Australian Government's objectives.

Motions should be concise, practical and implementable and meet the guidelines for motions set out in the paper.

You are encouraged to read all the sections of the paper but are not expected to respond to every issue or question. Your council's motion/s must address one or more of the issues identified in the discussion paper.

Motions must be lodged electronically using the online form available on the NGA website at: www.alga.com.au and received no later than 11:59pm AEST on Friday 29 March 2024.

All notices of motions will be reviewed by the ALGA Board's NGA Sub-committee prior to publishing the NGA Business Paper to ensure that they meet these guidelines. This sub-committee reserves the right to select, edit or amend notices of motions to facilitate the efficient and effective management of debate on motions at the NGA.

All NGA resolutions will be published on www.nationalgeneralassembly.com.au.

As the host of the NGA, ALGA will communicate resolutions to the relevant Australian Government Minister and publish Ministerial responses as they are received on this website.

Please note that if your council does submit a motion, there is an expectation that a council representative will be present at the NGA to move and speak to that motion if required.

We look forward to hearing from you and seeing you at the 2024 NGA.

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CRITERIA FOR MOTIONS

To be eligible for inclusion in the NGA Business Papers, and subsequent debate on the floor of the NGA, motions must meet the following criteria:

- 1. Be relevant to the work of local government nationally.
- 2. Not be focused on a specific jurisdiction, location or region unless the project or issue has national implications.
- 3. Be consistent with the themes of the NGA.
- 4. Complement or build on the policy objectives of ALGA and your state or territory local government association.
- 5. Be submitted by a council which is a financial member of their state or territory local government association.
- 6. Propose a clear action and outcome ie call on the Australian Government to act on something.
- 7. Not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members, or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.
- 8. Address issues that will directly improve the capacity of local government to deliver services and infrastructure for the benefit of all Australian communities.
- 9. Not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
- 10. Be supported by sufficient evidence to support the outcome being sought and demonstrate the relevance and significance of the matter to local government nationally.

Motions must commence with the following wording:

This National General Assembly calls on the Australian Government to ...

Please note that resolutions of the NGA do not automatically become ALGA's national policy positions.

OTHER THINGS TO CONSIDER

It is important to complete the background section of the submission form. Submitters of motions should not assume that NGA delegates will have background knowledge of the proposal. The background section helps all delegates, including those with no previous knowledge of the issue, in their consideration of the motion. Please note, motions should NOT be prescriptive in directing how the matter should be pursued.

Try to keep motions practical, focussed and capable of implementation to ensure that relevant Australian Government Ministers provide considered, thoughtful and timely responses.

Try to avoid motions that are complex, contain multi-dot points and require complex cross-portfolio implementation.

All motions submitted will be reviewed by the ALGA Board's NGA Sub-committee, in consultation with state and territory local government associations, to determine their eligibility for inclusion in the NGA Business Papers.

When reviewing motions, the Sub-committee considers the criteria, clarity of the motion and the importance and relevance of the issue to local government.

If there are any questions about the substance or intent of a motion, ALGA will raise these with the nominated contact officer. With the agreement of the submitting council, these motions may be edited before inclusion in the NGA Business Papers.

To ensure an efficient and effective debate, where there are numerous motions on a similar issue, the NGA Sub-committee will group these motions together under an overarching strategic motion. The strategic motions will have either been drafted by ALGA or will be based on a motion submitted by a council which best summarises the subject matter.

Debate will occur in accordance with the rules for debate published in the Business Papers and will focus on the strategic motions. Associated sub-motions will be debated by exception only or in accordance with the debating rules.

Any motion deemed to be primarily concerned with local or state issues will be referred to the relevant state or territory local government association and will not be included in the NGA Business Papers.

All motions require:

- a contact officer;
- a clear national objective;
- a summary of the key arguments in support of the motion; and
- endorsement of your council.

Motions should be lodged electronically using the online form available at www.alga.asn.au. Motions should be received no later than 11:59pm AEST on Friday 29 March 2024.



SETTING THE SCENE

The theme for NGA24 'Building Community Trust' aims to focus on the role of local government in the Australian system of government and explore the critical importance of trust in governments, between governments, its institutions, and our citizens.

In a recent essay on Capitalism after the Crisis (2023) the Treasurer the Hon Dr Jim Chalmers MP wrote:

'Our mission is to redefine and reform our economy and institutions in ways that make our people and communities more resilient, and our society and democracy stronger as well.'

The need to strengthen our democracy was also emphasised the Prime Minister the Hon Anthony Albanese MP in a speech at Queensland's Woodford Folk Festival toward the end of 2022:

'I urge anyone who thinks our democracy is unassailable to have a look around the world. Even some of the oldest, most stable democracies have come under attack from a whole range of corrosive, insidious forces. No one is immune. Our democracy is precious, something we have carefully grown and nurtured from one generation to the next. One of our core responsibilities is to make it stronger, and the key to that strength is transparency and accountability.'

In early 2023 the Australian Government established a taskforce to advise government on 'what can be done – practically – to strengthen Australian democracy'.

The 2024 NGA provides you - the elected representatives of Australia's local councils and communities - with the opportunity to engage with the Federal Government and key Ministers.

Further, it is your opportunity to advocate for new or expanded programs and key policy initiatives that could strengthen local governments, its capacity to deliver services and infrastructure to local communities across the nation. This service delivery is critical to build, maintain and strengthen the trust of our citizens.

This year's call for motion focusses on twelve priority areas:

- · Intergovernmental relations;
- · Financial sustainability;
- · Roads and infrastructure;
- Emergency management;
- · Housing and homelessness;
- Jobs and skills;
- · Community services;
- Closing the Gap and Aboriginal and Torres Strait Islander Reconciliation;
- Data, digital technology and cyber security;
- · Climate change and renewable energy;
- Environment; and
- · Circular economy.



1. INTERGOVERNMENTAL RELATIONS

'Australia's federal structure, built upon reciprocal financial, legislative and policy responsibilities, requires intelligent cooperation on issues of strategic national significance.'

National Cabinet is a forum for the Prime Minister, Premiers and Chief Ministers to meet and work collaboratively. National Cabinet was established on 13 March 2020 and is chaired by the Prime Minister. The National Cabinet is a key mechanism in Australia's current intergovernmental architecture.

A representative of local government, the President of ALGA, is invited to meet with National Cabinet once each year. The President of ALGA also attends one meeting per year of the Council on Federal Financial Relations comprising the Commonwealth Treasurer as Chair and all state and territory treasurers.

A substantial body of research, from Australia and internationally, has highlighted that governments that work together are generally more successful in achieving shared national objectives, including economic recovery from events like the COVID-19 pandemic as well as in service and infrastructure delivery.

This research reinforces the need for local government to be included in relevant ministerial forums that support national priorities – from housing affordability to reaching net-zero emissions. ALGA currently participates in National Cabinet (1/year), Council on Federal Financial Relations (1/ year), Infrastructure Transport Ministers Meeting, National Emergency Managers Meeting, Local Government Ministers Forum, Joint Council on Closing the Gap, Planning Ministers Meeting, Meeting of Environment Ministers, Energy and Climate Change Ministers and the Road Safety Ministers Meeting, to represent local government views.

Local government input can provide a community voice, enabling our intergovernmental forums to make decisions with greater legitimacy and authority.

Given the importance of trust in governments, between governments and its citizens, how can intergovernmental arrangements be further improved in Australia?

Are there ways of maintaining and enhancing the community's trust in local government?

Are there new initiatives and programs that could be adopted to improve the level of cooperation and collaboration between the Australian Government and local government?

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2. FINANCIAL SUSTAINABILITY

Trust in governments is highly correlated with their ability to fulfill the implicit social contract between government and its citizens by keeping promises.

Local government is the third sphere of government in Australia's system of government. Councils are comprised of locally elected representatives who understand local needs and engage locally on strategies to meet those needs.

Councils are responsible for providing a wide range of critical local area services including planning, libraries, waste management systems, transport and infrastructure (eg roads and footpaths, parks, sporting grounds and swimming pools) and social services.

These services are critical to the wellbeing, liveability and productivity of all local communities, and therefore the nation. Equally important is the sustaining of democratic processes at the local and regional level.

Local government's total annual expenditure in 2021 -22 was approximately \$43.6 billion. Nonfinancial assets including roads, community infrastructure such as buildings, facilities, airports, water, and sewerage (in some states) including land, are valued at \$539 billion [ABS Government Finance Statistics, Australia, 2021-22].

In 2021-22, the Australian Government provided \$2.6 billion in Financial Assistance Grants funding to councils. This included \$1.3b which was brought forward from the 2021-22 estimate and paid through state and territory governments in 2020-21.

Nationally, local government derives nearly 90% of its revenue from its own sources (including rates and services charges), compared to around 50% for state governments. Grants from other levels of government make up just over 10% of local government's total revenue, however these grants are particularly important in areas with a low-rate base, and/or high growth rates, and rapidly expanding service and infrastructure needs.

In 2021-22 Financial Assistance Grants to local governments was less than 0.6% of Commonwealth taxation revenue (CTR), a significant drop from 1996 when these grants were at 1% of CTR. In 2023-24 Financial Assistance Grants have fallen to 0.5% of Commonwealth taxation.

What improvements are needed to the intergovernmental financial transfer system, particularly the Commonwealth transfers to local government, to enhance the community's trust in local government and by extension all governments?

Noting that Commonwealth tied funding is provided with detailed requirements how can this system be improved to provide flexibility and maximize the benefit to local communities?

3. ROADS AND INFRASTRUCTURE

ALGA's 2021 National State of the Assets Report (NSoA) is currently being updated and expected to be launched in 2024. The most recent NSoA shows that while most local government assets such as roads, bridges, buildings, parks and recreation, stormwater, water and wastewater, and airports and aerodromes are generally in good to very good condition, around 10% are not fit for purpose, and around 20–25% are only fair and over time will need attention.

The last NSoA found that in 2019–20 non-financial infrastructure assets were valued at \$342 billion and were depreciating at \$7.7 billion per year. Replacement costs of these infrastructure assets were in the order of \$533 billion.

Local government assets make up a significant proportion of the physical structure of local communities and often provide critical access to and support for citizens to engage in state and national assets and opportunities.

For example, local roads provide important "first and last-mile access" for communities and industry to road networks, integral to economic development and community connection. Local sporting grounds can provide access for community groups to build community participation that has social, health and economic benefits.

Are there programs or initiatives that the Australian Government could adopt to improve the long-term sustainability of local government infrastructure?

Are there programs or initiatives that the Australian Government could provide to improve the sector's capacity to manage local government infrastructure and to integrate these plans into long-term financial plans?

Are there programs or initiatives that the Australian Government could develop to maintain, strengthen and enhance the reputation of Australia's infrastructure providers, including local government?

4. EMERGENCY MANAGEMENT

In 2022 alone, 46 disasters were declared across Australia, covering more than 300 different council areas. In recent years, almost every Australian council has been impacted in some way by fires, floods, or cyclones.

Last year's flooding caused a damage bill of approximately \$3.8 billion to local roads across Queensland, New South Wales, Victoria and South Australia. This was just a fraction of the total disaster costs incurred by governments across the county.

There have been numerous NGA motions in recent years regarding natural disasters and this has been a significant priority in ALGA's advocacy program.

In 2022 ALGA successfully advocated for a new \$200 million per year Disaster Ready Fund, with the first round of funding allocated in June 2023. This fund will support councils and communities to mitigate against the risk of future disasters and help address the significant imbalance between mitigation and recovery spending.

Councils are encouraged to draw on their practical experience of the improvements that could be made to managing emergencies.

Please note that many aspects of emergency management are state or territory responsibilities, and your motions should focus on how the Australian Government could assist.

What new programs, or improvements to existing programs, could the Australian Government develop to partner with local government to improve the current natural disaster management systems to further assist in recovery and build resilience?



5. HOUSING AND HOMELESSNESS

Almost every Australian council and community is facing challenges around a lack of affordable housing.

Alarming research by the UNSW City Futures Research Centre shows 640,000 Australian households – or one in 15 households – are under housing stress.

All levels of government, including councils, have a fundamental role to play in addressing this crisis, which is being compounded by high interest rates, rising construction costs and skills shortages.

At a national level, ALGA is a signatory to the National Housing Accord, and in 2023 successfully advocated for a new \$500 million Housing Support Program for state and local governments to deliver supporting infrastructure for new housing developments.

While the provision of affordable housing is not a local government responsibility, councils have a role to play in ensuring there is enough suitably located land available for housing and that a diversity of housing stock is supported. Councils also want to ensure that new housing developments are supported with the necessary services and infrastructure to create liveable and sustainable communities.

Many councils are also addressing thin markets and developing land and housing themselves, delivering local solutions to meet the needs of their communities.

Councils also want to ensure that they engaged with planning decisions that affect local communities. Taking planning powers away from councils does not always support the best local outcomes.

Councils also play an important role addressing some of the causes of homelessness, including social inclusion programs that can assist mental health and family violence issues, as well as providing support for people currently experiencing homelessness.

What new programs and policies could the Australian Government develop to partner with local government to support the provision of more affordable housing?

How can the Australian Government work with councils to address the causes and impacts of homelessness?

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6. JOBS AND SKILLS

Local government is a major employer in Australia providing employment, career advancement and training opportunities for more than 190,800 Australians, across an estimated 400 occupations.

However, councils are facing significant jobs and skills shortages that are constraining their capacity to deliver services and build and maintain local infrastructure.

ALGA's 2022 National Local Government Workforce Skills and Capability Survey indicated that more than 90 percent of Australia's 537 councils were experiencing skills shortages.

The survey also showed that for approximately two-thirds of these councils, these shortages were impacting on project delivery.

In particular, councils are facing a shortage of planners, engineers, building surveyors, environmental officers and human resources professionals.

Skills shortages occur for a variety of reasons including an inability to compete against the private sector, worker accommodation, support services for families, ageing of the workforce and geographic isolation.

Are there programs or initiatives that the Australian Government could implement that would enhance local government's capacity to attract and retain appropriately skilled staff now and into the future?

Are there programs or changes to existing programs that would increase local government's ability to employ apprentices and trainees?

Are there other initiatives that the Australian Government could provide to improve the sector's ability to plan and develop skills fit for the future?

Attachment 1

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7. COMMUNITY SERVICES

Councils provide a wide range of services based on local characteristics, needs, priorities, and the resources of their community. Indeed, it is this level of responsiveness and accountability to the local community that is an essential feature of democratic local governments worldwide.

Some of these services are provided to address market failure, and many of them are provided by councils on behalf of other levels of government.

It is important to note that nationally local government is more than 83% self-sufficient ie funded at the local level either through rates, fees and charges, sale of goods and services, or interest. The Australian Bureau of Statistics data shows that total local government annual expenditure in 2021-22 was \$43.6 billion.

Only 17% comes from grants and subsidies from other levels of government. Unfortunately, many of these grants and subsidies are tied, or require matching funding which restricts the ability to address local priorities in the way the council and community might need.

Arguably there is no greater obligation upon government than to maintain the trust that citizens have in meeting their community services obligations and promises, particularly to society's most vulnerable.

Local government community services are broadly defined, and may include but are not limited to:

- environmental health including food safety;
- childcare, early childhood education, municipal health;
- aged care, senior citizens;
- services to people living with disability;
- programs to address disadvantage, to reduce poverty and homelessness;
- sporting and recreational programs;
- arts and cultural activities, programs and festivals;
- tourism and economic development activities; and
- library services.

Noting the funding arrangements for the provision of local government community services are there programs and initiatives that the Australian Government could implement to improve the delivery of these services?

Are there reforms or improvements in national community services program that would help local governments support the Australian Government to deliver on its national objectives?

Attachment 1

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8. CLOSING THE GAP AND ABORIGINAL AND TORRES STRAIT ISLANDER RECONCILIATION

In 2021, ALGA co-signed a landmark national agreement to close the gap between Indigenous and non-Indigenous Australians. At the heart of the National Agreement on Closing the Gap Partnership are four agreed priority reform targets and 19 socio-economic targets in areas including education, employment, health and wellbeing, justice, safety, housing, land and waters, and Aboriginal and Torres Strait Islander languages.

The Indigenous Voice Co-design Final Report to the Australian Government was released in December 2021. The Local & Regional Voice will contribute to achieving the Closing the Gap outcomes by providing avenues for Indigenous voices to be heard, including to provide feedback to government on Closing the Gap.

As the level of government closest to the people, councils have an essential role supporting and helping to steer the development of policies and programs in partnership with local Indigenous peoples that address closing the gap priorities at the local and regional level.

Local government plays a positive role in reconciliation and celebrating Indigenous culture and identity, and sustainably funded could work effectively to reduce Indigenous disadvantage in all its forms.

On 14 October 2023, Australians voted in a referendum about whether to change the Constitution to recognise the First Peoples of Australia by establishing a body called the Aboriginal and Torres Strait Islander Voice. The referendum did not pass.

Are there programs or initiatives that the Australian Government could adopt to assist local government to advance reconciliation and close the gap?

Are there practical programs or initiatives that local government and the Australian Government could introduce to maintain, build and strengthen the level of trust between Aboriginal and Torres Strait Islanders and governments?

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9. DATA, DIGITAL TECHNOLOGY AND CYBER SECURITY

Provision of information technology to all Australians is vital to innovation, economic growth, and social equity. However, it is potentially even more important to regional Australia where the tyranny of distance increases the inequity of services available – including education, health, economic and social. Innovative technology is becoming more broadly available and could boost productivity and economic growth.

Councils around Australia continue to embrace new technologies to improve their service delivery standards and broaden consultation and engagement with their local communities. However, implementation can be hindered without access to basic technological infrastructure and the necessary IT skills and resources.

In recent times, cyber-attacks on major corporations and other businesses have resulted in significant data breaches. It is a timely reminder as digital information, services and products become an increasing feature of modern business operation including in local government.

Like all risks, local government must manage the risk of cyber-attacks and address cyber security. At a national level, there is limited understanding of local governments' vulnerability to cyber-attacks, preparedness and adequacy of risk management strategies or business continuity planning.

While this is primarily a responsibility of the sector itself, governments at all levels must work together to ensure that the public have confidence in government information management systems and its security.

Drawing upon your council's experience, and your knowledge of other councils within your state or territory, are there programs and initiatives that the Australian Government could implement to help local government develop its digital technology services and infrastructure?

Are there actions the Australian Government could take to improve cyber security within the local government sector?

10. CLIMATE CHANGE AND RENEWABLE ENERGY

Australia's changing climate presents a significant challenge to governments, individuals, communities, businesses, industry, and the environment.

The Australian Government has committed to address climate change and in June 2022 submitted its revised National Determined Contribution (NDC) to the United Nations Framework Convention on Climate Change. The revised NDC included reaffirming a target of net zero emissions by 2050 and committing to reduce greenhouse gas emissions by 43% from 2005 levels.

Local governments have played an important leadership role in addressing climate change, and councils have supported a wide range of community-based programs and initiatives to lower the carbon footprint of their own business operations and of their local communities.

As a sector, local government has been an advocate and active participant in the debate for lowering carbon emissions, is sourcing renewable energy, has responded creatively to reduce greenhouse gas emissions from landfills, and facilitated the construction of green buildings and water sensitive design of cities and towns.

Local government has been at the forefront in addressing the impacts of climate change and adaptation to climate change. In particular, councils have a practical understanding of the risk and impact of climate change on Australia's infrastructure and physical assets, natural ecosystems, local economies and their community.

Noting the Australian Government's approach to reducing emissions, are there partnerships, programs, and initiatives that local government and the Australian Government can form to achieve Australia's 2050 net zero emissions target?

Are there initiatives that could assist local governments to build trust in the community for implementation of key climate change and emissions reduction initiatives?

19

11. ENVIRONMENT

Australia's 537 local councils play an essential role in providing, regulating and managing Australia's environmental services and infrastructure.

Whether it's biodiversity, biosecurity, natural resource management (NRM), contaminated lands, waste management, water resources, sustainability or roadside environments, councils are responsible for educating households and businesses on environment policy, as well as driving environmental programs and initiatives in their local communities.

In recent years the National General Assembly has considered a range of environmental issues, and passed resolutions on biodiversity, biosecurity, conservation, climate change and water security.

How could the Australian Government partner with local government to strengthen Australia's environmental services and infrastructure?

What new programs could the Australian Government partner with local government in to progress local regional and national objectives?



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12. CIRCULAR ECONOMY

Local government is responsible for the management of household and domestic waste and has a critical role to play in further developing the circular economy.

Australia's 537 councils manage approximately 26 percent of Australian waste, either directly or through contractual arrangements. Each year, local governments collect around 9.7 million tonnes of waste from kerbside bin services, sort it at material recovery facilities (MRFs), and dispatch what can be recycled to reprocessing facilities in Australia and overseas.

Where waste cannot be recovered it is landfilled, and local governments in most jurisdictions must pay a significant levy per tonne for landfilled waste, as well as incur the operational costs of maintaining and managing a landfill.

Collecting, treating, and disposing of Australian domestic waste costs local government an estimated \$3.5 billion annually. Local government also dedicates resources to administering community wasteeducation programs, collecting litter, addressing illegal rubbish dumping, and ensuring compliance with waste bylaws.

In November 2023, Australia's Environment Ministers agreed that the Federal Government would establish new regulations for packaging as well as mandate how packaging is designed, develop minimum recycled content requirements and prohibit harmful chemicals being used. These changes are expected to have a positive impact on the amount of waste sent to landfill, and the costs borne by councils and their communities.

How could the Australian Government further strengthen product stewardship arrangements to support local governments in their endeavours to increase recycling and reduce the volume of waste?

How could the Australian Government partner with local government to advance the circular economy?

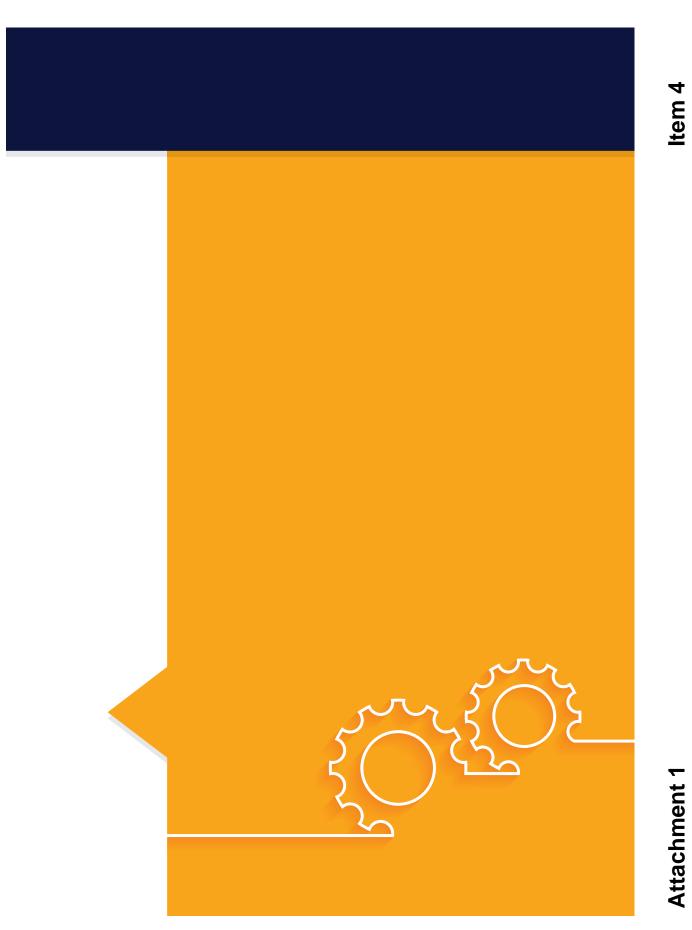
CONCLUSION

Thank you for taking the time to read this discussion paper and your support for the 2024 National General Assembly of Local Government.

A FINAL REMINDER:

- » Motions should be lodged electronically at www.alga.com.au and received no later than 11.59pm on Friday 29 March 2024.
- » Motions must meet the criteria published in this paper.
- » Motions should commence with the following wording: This National General Assembly calls on the Australian Government to...'
- » Motions should not be prescriptive in directing how the matter should be pursued.
- » Motions should be practical, focussed and relatively simple.
- » It is important to complete the background section on the form.
- » Motions must not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
- » When your council submits a motion there is an expectation that a council representative will be present at the 2024 National General Assembly to move and speak to that motion if required.
- » Resolutions of the National General Assembly do not automatically become ALGA's national policy positions. The resolutions are used by the ALGA Board to inform policies, priorities and strategies to advance local governments within the national agenda.

We look forward to hearing from you and seeing you at the 2024 National General Assembly in Canberra.





INDER WEST

PREVIOUS GENERAL ASSEMBLY MOTIONS

<u>2023</u>

Motion

This National General Assembly of Local Government calls on the Australian Government to:

- Actively encourage local government super funds to divest from companies engaging in the extraction of fossil fuels, native forest logging, gambling, weapons manufacturers, and tobacco;
- Take immediate action to ensure the integrity and accountability of carbon offset programs, while supporting and funding councils to directly reduce operational and community emissions through the roll out of local renewable energy infrastructure and other greenhouse gas reducing initiatives; and
- 3. Ban the practice of 'greenwashing' in local government super funds, ensuring that local government super funds that invest in companies engaging in the extraction of fossil fuels, native forest logging, gambling, weapons manufacturers, and tobacco are not able to promote their funds as being environmentally friendly or ethical investors

Motion

This National General Assembly calls on the Australian Government to work with ALGA and the Australian Banker's Association to convince all banks to offer investment products to Local Government that will not contribute to further climate change. Reasons for this include:

- Local governments across Australia often hold significant funds that have been allocated for future use, but may struggle to identify sustainable and ethical investment options that align with community values and meet permitted forms of investment set by state and territory governments.
- 2. Many councils are particularly interested in identifying investment opportunities that will not contribute to climate change.
- 3. In NSW, LGNSW has raised this matter with the NSW Minister for Local Government, who encouraged councils to prioritise sustainable investments that are in accordance with the NSW Ministerial Investment Order.
- 4. LGNSW has also written to the Australian Banking Association (ABA) seeking to encourage banks to offer more investment products to councils to meet this objective.
- 5. The ABA has now sought a meeting with LGNSW which is expected to take place shortly.
- 6. Given this is a common issue for councils in all states and territories and that banks operate nationally, ALGA may consider adding their voice to this advocacy.

2022

Motion

That ALGA advocate to the Australian government to:

- 1. Establish a program to fund and support councils to transition their communities to a Zero Waste Circular Economy, in which there is no place for incinerators. Eligible pilot projects include:
 - a) Smarter electric garbage trucks and bins for specialised kerbside collection;
 - b) Promoting the implementation of FOGO collection programs;
 - c) Establishing micro factories for local processing and streaming of recovered materials;
 - d) Consumer Awareness Programs through innovation at council parks, main streets, facilities and events;
 - e) Inclusion of at least 50% recycled materials and products in procurement;
 - f) Aligning labelling with drop offs and collections;
 - g) Promoting Circular Economy in schools including a STEM prize;
 - h) Enabling Councils to undertake Circular Economy pilots in partnership with universities; and
 - i) Establishing Circular Economy incubators with links to small business.
- Remove incinerators from the Australian Renewable Energy Target (RET) and remove native forest biomass as a renewable component of bioenergy/fuel and its eligibility for subsidy.

Motion

That this National Assembly:

- 1. Supports the Uluru Statement from the Heart's call for Indigenous constitutional recognition through a Voice and that a referendum is held in the new term of federal parliament to achieve it.
- 2. Requests the Australian Local Government Association work with the From the Heart campaign to develop a resource kit for councils seeking to host public forums to inform their communities about the proposed referendum.

Motion

That the NGALA:

- 1. Notes that in many cases throughout our society, the tax system specifically rewards activities and purchases that are worse for public health, are more expensive for households, result in worse domestic energy security, and worsen climate change;
- 2. Call on the Federal Government to change the taxation code to address this, including:
 - a) Support residential and commercial landlords to improve the health, comfort, and energy security of their tenants by changing the status of energy efficient, water efficient, and renewable appliances and structures so that they qualify for accelerated depreciation or extension of the Temporary Full Expensing Measures for Landlords for a period through to 2030;
 - b) Amend the taxation system such that when a landlord replaces an appliance that has poor air quality outcomes with a cleaner system (e.g. gas cooktop with induction cooktop, or a gas heater versus reverse cycle air conditioner), this is also captured through the Temporary Full Expensing Measures for Landlords rather than a capital expense that is to be depreciated over its effective useful life;

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- c) Increase the effective useful lives for those appliances that actively contribute to poor indoor air quality and worsened health outcomes such that the depreciation claim will be smaller in each year;
- d) Factoring in the weight and energy source of a vehicle when deciding the allowable depreciation, in recognition that the damage done to roads is proportional to the fourth power of the weight, and thus increases rapidly for heavier vehicles (using a different scale for electric vehicles); and
- e) In order to improve public health due to air pollution and lack of physical activity, phase in changes to the way that motor vehicle expenses can be deducted to encourage the uptake of bicycles, e-bikes, and electric cargo bikes for commuting and business purposes, and in those cases where cars or other motor vehicles are required, make changes to ensure that electric vehicles are favoured over petrol and diesel vehicles.
- 3. Call on the Federal Government to make these amendments to the relevant tax legislation to give effect to these measures as soon as possible.

<u>2021</u>

Motion

THAT:

- The Federal Government's revised rate of the jobseeker payment, of \$44.00 per day is inadequate and will result in millions of Australiancitizens being unnecessarily trapped in poverty. After 25 years with no increase to the incomes of unemployed Australians an increase of just \$3.57 per day above the previous rate of the Newstart payment is insufficient; and
- 2. Council write to all Mayors and Councillors throughout Australia requesting that their Councils adopt this resolution and request that it be tabled at the National Assembly of Local Government.

Motion

THAT this National General Assembly:

- Notes that the #RacismNotWelcome campaign was created by the Inner West Multicultural Network (IWMN) as a grassroots anti-racism campaign for local Councils and communities to create safe places;
- 2. Encourages all Councils to endorse the #RacismNotWelcome campaign; and
- 3. Writes to the Prime Minister and relevant Minister/s to:
 - a) Express grave concern at the rise of racism in Australia; and
 - b) Request funding be made available to Councils to support the rollout of the #RacismNotWelcome campaign.

2020

Motion

- 1. That the National General Assembly of Local Government:
 - a) Recognises the vital role of the media in informing communities about the actions of local government and keeping local government open to account;
 - b) Notes the important role that community can and does play at times of emergency, including during the bushfire crisis this summer;
 - c) Expresses serious concerns at the closure and diminution of regional and suburban news outlets including television, radio and newspapers; and
 - d) Calls on the Federal Government to increase funding to the Australian Community Radio Network around Australia to support local news programs that focus on local government and local issues.
- Submits a motion to the upcoming Australian Local Government Association's National General Assembly in June 2020 calling for the Australian Federal Government to sign and ratify the Treaty on the Prohibition of Nuclear Weapons.

<u>2019</u>

Motion

- 1. That ALGA calls on the Federal Government to review the national limit for PM 2.5 in light of the fact that recent scientific evidence finds there is no safe level of PM 2.5.
- 2. That ALGA calls on the Federal Government to take immediate steps to protect vulnerable people, for example school children from exposure to PM 2.5 air pollution.
- 3. That ALGA call on the Federal Government to release all reports, submissions and analysis including health studies on all major infrastructure projects in the future and to all current projects under construction.

Item 4





2024 NATIONAL GENERAL ASSEMBLY PROPOSED MOTION

MOTION DETAILS

Example: This National General Assembly calls on the Australian Government to restore Local Government Financial Assistance Grants to a level equal to at least 1% of Commonwealth taxation revenue.

This National General Assembly calls on the Australian Government to (insert details)

NATIONAL OBJECTIVE

Why is this a national issue and why should this be debated at the National General Assembly (Maximum 200 words).

(Insert details)

SUMMARY OF KEY ARGUMENTS

Background information and supporting arguments (Maximum 500 words).

(Insert details)

Item No: C0324(1) Item 5

Subject: MORT BAY PARK-TREE MANAGEMENT AND VIEW CORRIDORS

Prepared By: Ryann Midei - Director Infrastructure

Authorised By: Peter Gainsford - General Manager

RECOMMENDATION

That Council endorses a two year tree management implementation plan for the following:

- a) removal of three large Acacia trees generally adjacent to Phillip Street (May 2024);
- b) assessment of view corridors and consequent tree management and maintenance along Phillip and Short Streets;
- c) removal of all existing Coastal Banksia within Site C (Banksia integrifolia) which was mistakenly planted in 2006 and replace these trees with Heath Banksia and understory planting. (May 2024 onward); and
- d) other tree removals to include the removal of self-sown Acacia, Tuckeroo and Casuarina trees. To minimise ecological and biodiversity impacts tree removals will involve the creation of some carefully selected stag trees (branch removal and pruning) which will be supported by the implementation of an intensive winter planting regime (removal and replanting from May 2024 onward).

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

- 1: An ecologically sustainable Inner West
- 4: Healthy, resilient and caring communities
- 5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

Following additional engagement with local residents and park users at Mort Bay Park, Council officers have revised an earlier report on the implementation of a recommended and phased tree management plan for "Site C" at Mort Bay Park. This report recommends extensive intervention by Council over two years to replace trees on the periphery of Mort Bay Park which do not comply with the original planting scheme for the parkland.

BACKGROUND

At the Council meeting held on 13 February 2024, Council resolved the following:

That Council defers consideration of the Mort Bay Park Plan of Management and delegate to the General Manager and Director of Infrastructure to meet with the interested local residents and bring a more detailed resolution to the March Ordinary Council meeting for consideration.

DISCUSSION

Mort Bay Park covers an area of approximately 5.2 hectares and is an important foreshore park within the Balmain Peninsula. The park is highly valued for its landscape and recreation values and offers a wide range of recreational users for the community from community

gardens, dog walking, fishing, multiuse ball court play, structured children's play, unstructured recreational opportunities, watercraft storage and access to the harbour, ecological and biodiversity values and formalised childcare services. Council has also recently resolved to commence investigations into swimming from the foreshore at Mort Bay.

Council adopted a Park Plan of Management for Mort Bay Park in 2004. Site C landscaping (refer to image 1.0) was completed in conjunction with the construction of the John McMahon Childcare facility. Landscaping works within Site C were undertaken to reflect the typical Sydney sandstone open forest community and include species such as Smooth Barked Apple (*Angophora costata*), and Sydney Peppermint (*Eucalyptus piperita*) along with low growing understory plantings such as Heath Banksia (*Banksia ericifolia*). Since the completion of the site C landscape works it has become evident that Coastal Banksia (*Banksia integrifolia*) had been planted instead of Heath Banksia. Coastal banksia can grow to a mature height of 15m whereas Heath Banksia is a low growing shrub that is limited in its mature height to not more than 4m.

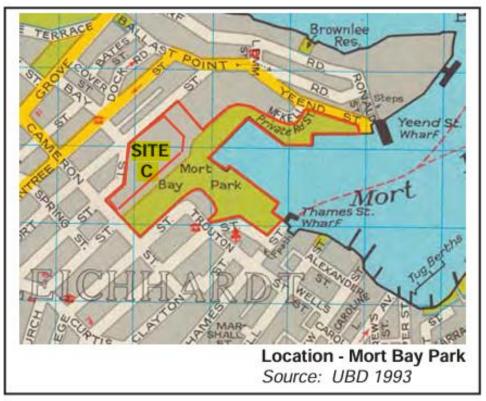


Fig 1.0 Site C Mort Bay Park

2017 Pruning and Selective Tree Removal Works

In April 2017, selective tree removal and pruning works along the edges of the park was undertaken to create view corridors from the streetscape and the pocket park. Staged pruning works on Coastal Banksias was undertaken to reduce the height of the trees to 4m above the stone retaining wall.

Residential View lines and Tree Vandalism

Landscape works undertaken at the periphery of the parkland after 2004 does not accord with the adopted policy of maintaining view corridors. In part this is due to an error in Banksia planting but is due also to self seeding of other tree species As a result, view corridors have been gradually marginalised and, in some areas, lost. This has resulted in an increase in tree vandalism within the park since 2013.

Tree vandalism in 2017 contributed to significant damage and the widespread death of the majority of Coastal Banksias, Smooth Barked Apple, Sydney Peppermint and understory grasses and plantings. The method of vandalism has been varied from cutting trees at the base to poisoning with unknown substances/ chemicals. In total approximately 50 trees have been vandalised during this period.



Fig 1.1 Tree Vandalism Mort Bay Park

Council has previously letterboxed surrounding residents notifying of the vandalism and a brochure has been distributed along with door knocking by Council Rangers. Large signs were also erected on the fence of the park alerting the community and residents that tree vandalism is an offence. Despite these measures being undertaken tree vandalism is an ongoing problem within the park and negating the efforts of both Council and community members with respect to biodiversity improvements.

Mort Bay Park- Landscape Evolution

Native gums and other trees within the central part of the parkland have been successfully grown and matured in size since the park was first developed in the late 1990's. Trees are critical to the success of a parkland, not only for human recreation and amenity but also as important habitat and ecological support.

Trees within our parks provide a significant number of community benefits including:

- **Aesthetics** Trees are one of the most important natural landscape elements in parks and open space areas. Trees provide shade in the heat of summer and can significantly cool an area.
- Sense of continuity Trees provide natural links between the past, present and future.
- **Improving health** Tree canopies trap dust, absorb pollutants, provide shade and reduce noise.
- **Benefitting the environment** By absorbing carbon dioxide, trees help to slow the rate of global warming. They reduce wind speeds, lower urban air temperatures and prevent flooding by absorbing storm water.
- **Boosting wildlife** A habitat for birds, bats, insects, possums, fungi and lichen **Strengthening communities** Trees contribute to the distinctive character of a place and encourage local pride. They are useful teaching resources, places to play and reflect.



As highlighted in Fig 1.2, the park now has a number of mature Eucalyptus specimens present including *maculata*, *citirodora* and *angophora*. Eucalyptus varieties within the central parkland are now at a height and growth phase where view corridors from street frontages are somewhat restricted and filtered views of Sydney Harbour are provided. The main view corridors to the harbour are maintained from the parkland and from the foreshore edge.



Fig 1.2 Photo of Trees within the Central Area of Mort Bay Park. Note: Filtered views of the Harbour foreshore and Sydney Habour Bridge.

Meeting with Interested Local Residents

Senior Council officers met with interested local residents and members of the Mort Bay Community Garden Group on 19 February 2024. The meeting discussed the following topics:

- Previous Council resolutions
- Maintenance of view corridors,
- Tree vandalism
- Landscaping requirements pertaining to the Mort Bay Park Plan of Management
- Previous pruning and landscape works
- Accessibility issues
- Biodiversity protection
- The need for greater intervention and management of Site C by Council.

A number of questions were raised by residents at the 19 February 2024 meeting. These questions and the Council Officer response to each question are highlighted in *Attachment 1* and commitments within this document will form the basis of the Operational Landscape Plan.

A way Forward -Mort Bay Park Tree Management Regime

In order to strike an appropriate balance between public and private amenity, address the Council resolution and also deter continuing vandalism within the park, an intervention management plan has been developed to be implemented over two years.

- 1. To ensure that the community is adequately informed, Council will color code and tag all identified tree stock identifying both those marked for removal and those trees to be pruned to form stag tree habitats. (March / April 2024)
- 2. Removal of three large Acacia trees generally adjacent to Phillip Street (May 2024)
- 3. Assessment of view corridors and consequent tree management and maintenance along Phillip and Short Streets.
- 4. Removal of all existing Coastal Banksia within Site C (Banksia integrifolia) which was mistakenly planted in 2006 and replace these trees with Heath Banksia and understory planting. (May 2024 onward)
- 5. Other tree removals to include the removal of self-sown Acacia, Tuckeroo and Casuarina trees. To minimise ecological and biodiversity impacts tree removals will involve the creation of some carefully selected stag trees (branch removal and pruning) which will be supported by the implementation of an intensive winter planting regime (removal and replanting from May 2024 onward).
- 6. Ongoing maintenance to accord with the above and based upon regular inspections not less than quarterly per annum.

A landscape operations plan will be developed and implemented that accord with the principles of the 2004 Mort Bay Park Plan of Management that balances both view corridors, bushcare goals and practical operational outcomes.

FINANCIAL IMPLICATIONS

The cost of works in terms of tree removals and new plantings is estimated at \$20,000 funding from the Operations budget.

ATTACHMENTS

1. Attachment 1 Responses to Residents Mort Bay Park Meeting 19th February 2024

Attachment 1

Responses to Residents Mort Bay Park Meeting 19th February 2024

Action items/questions:

Question What is included in Site C. How are we going to manage the tree removals and ongoing future management for the site.

Council Officer Response : Site C is the area highlighted in Fig 1.0 of this report and below. The site runs from the edge of Bay and Cameron Streets through to Short Street.



Question: We wish to discuss what will happen with the dead trees, not necessarily have them removed. Note we had shade, now there is little shade.

Council Officer Response: The dead and poisoned trees will need to be removed or reduced in height to be deemed safe. Where possible the dead trees will be reduced in height and used for habitat.

Question: When the last works were undertaken, the works stopped at Bay and Phillip St, whereas resolution stated the coastal banksia were meant to be removed, why was this not done? Council Officer Response: The Costal banksia were removed/pruned below 4m from the Bay Street Look out area through to the end of Short Street. The Bay Street look out area was deemed as the main vantage point for views into the park. Extensive volunteer bushcare work had been undertaken in the area from the edge of the Bay Street Lookout through to Cameron Street .

Question: There is a lot of self-sown trees in the area below Bay St look out and Site C structure, what is council's policy on self-sown trees and regular inspection for removal? Council Officer Response: Self sown trees need to be regularly inspected and removed. Inspections will take place on a quarterly basis.

Question: Remove dead trees, change habitat in a constructive way, looking for a solution to go down the path as there is a lot of overgrowth all the time and this needs to be cleared. Council Officer Response: Council will develop a landscape operations plan that will provide clear delineation between bushcare and parks operations in relation to, amongst other things, pathway clearance and maintenance.

Council Meeting 5 March 2024

Question: There was a proposal to address Acacia trees over 3 year period but they have grown too fast and dropped seed pods, remove these trees now and plant suitable trees. **Council Officer Response:** The Council officer report recommends removal of these trees and replacement with suitable specimens under 4m in height.

Question: Why was it decided that Blackwoods would be delayed for full removal for 3 years? **Council Officer Response:** The original three-year phased approach to tree removals was to allow juvenile new plantings an establishment period in which to grow safety without the adverse impacts of heat and other environmental factors. The removal of the Blackwoods will increase soil temperature and water run off and may impact the mortality rates for younger plantings

Question: Why when we were told back in December that the trees would be trimmed and only 1m was taken off the top. It was expected to be pruned considerably?

Council Officer Response: The Council report had not been presented at this stage. Council arborists and contractors undertook work and were conservative in pruning due to concerns about creating instability in the tree and the creation of a hazard. The Council report recommends the full 4m clearance and removal where practical, and this is now being implemented.

Question: Council to instigate a maintenance program for pathways and access. Why can't the Melanoxylon (Blackwoods) be removed earlier?

Council Officer Response: A landscape operations plan is in development to clarify ongoing work for all parties including parks operations and bushcare staff and volunteers.

Question: Please clarify where is Bushcare area? A map would be good. **Council Officer Response:** The majority of Site is a bush care site including in the areas adjacent to the pathways. A landscape operations plan that accords with the Mort Bay Landscape Plan for the site is underway to clarify works for all stakeholders. It will include a map.

Question: Can we get feedback regarding soil taken from area around the trees which were poisoned and with the rain run off which killed big section of the garden, is it a danger to everyone? **Council Officer Response:** Soil testing is being timetabled for early March.

Question: Can you remove the sign outside the resident's house on Phillip Street that says "tree views poisoning" and relocate to where the trees have been poisoned? Council Officer Response: Signs and banners are a useful tool to inform the community about unauthorised tree works and poisoning. They provide a clear message that trees are a valued component in the landscape and should not be poisoned, lopped or removed. The sign will be relocated to the site of the more recent tree poisonings.

Question: As we are discussing various factors, i.e. views, parks etc Council should explain why one decision favours another decision.

Council Officer Response: Council is balancing bushcare and view corridors as stipulated in the 2004 Plan of Management for Mort Bay Park.



Item No:C0324(1) Item 6Subject:INNERWEST@40 STUDY - POST PUBLIC EXHIBITIONPrepared By:Manod Wickramasinghe - Traffic and Transport Planning ManagerAuthorised By:Ryann Midei - Director Infrastructure

RECOMMENDATION

- 1. That Council adopt the InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions" Study and forward the Study to Transport for NSW (TfNSW) requesting approval and funding; with a view to implementing 40km/hr speed limit on all local streets within the Inner West Local Government Area
- 2. That Council forward the InnerWest@40 "Investigation in Potential Regional and State Road Speed Limit Reductions" Study to Transport for NSW to inform:
 - a) the introduction of consistent speed limits, of 50km/hr or less, on Regional Roads within the Inner West Local Government Area;
 - b) the introduction of consistent speed limits on State Roads within the Inner West Local Government Area, as appropriate to each road's function and adjacent land uses;
 - c) the establishment of speed limits consistent with adjacent speed zoning at the 9 key locations identified in the Study; and
 - d) the establishment of 40km/hr high pedestrian activity areas in the 8 key locations identified in the Study.
- 3. That Council update the Policy Register and publish, as applicable, internally, and externally the adopted *InnerWest@40* Studies.
- 4. That authority be delegated to the General Manager to make minor editorial amendments for clarity or correction following adoption of *InnerWest@40*.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The *InnerWest* @40 Study was identified as a *Key Project* in Council's Integrated Transport Strategy *Going Places* (2020) and Beca Consulting was commissioned in April 2022. The Study was co-sponsored by Transport for NSW (TfNSW) and proposes uniformly introducing a 40km/hr speed limit for all local streets in the Inner West LGA (bringing all of the LGA into alignment with the existing 40km/hr speed zone on the Balmain Peninsula). The Study also proposes rationalising speed limits on State and Regional Roads, as well as consideration of 30km/hr speed zones for specific high pedestrian activity areas.

The draft Study, *InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions*" was placed on exhibition between 11 October and 8 November 2023. During the exhibition there were 2,188 views from 1,429 unique visitors providing a total of 165 responses. Of these responses 82% supported the introduction of uniformly reduced speeds on all local roads within the inner West.

A number of responses also suggested additional items for consideration including:

- the need to recognise the complexity associated with rationalising speed limits on State and Regional Roads;
- application of 30km/hr speed limits;
- better alignment with Council's Cycling Strategy.

While the final Study will remain the same as the draft exhibited and written by the Beca Consultants, in response to comments received during its exhibition the following changes are proposed to its application:

- A separate, additional, study was initiated to specifically examine State and regional roads; InnerWest@40 "Investigation in Potential Regional and State Road Speed Limit Reductions". This study permits Council's local roads to be addressed separately from State and Regional Roads;
- Council will initiate discussions with TfNSW with a view to implementing 30km/hr speed zoning in the future, in areas with high levels of pedestrian activity including main streets, school areas, parks and recreational areas as well as residential streets:
- Council's future cycling action plan will include improved alignment with the InnerWest@40 project.

BACKGROUND

In March 2020, Council adopted its Integrated Transport Strategy "Going Places". *Going Places* identified *InnerWest@40* as a Key project, Subsequently, Beca Consulting was commissioned to prepare the Study in in April 2022.

As outlined in *Going Places*, this Study's purpose is as follows:

With a view to significantly improving pedestrian and cyclist safety in Inner West an area-wide 40km/h speed limit is proposed for the Council area. While 40km/hr speed limits have generally only been applied to high pedestrian activity area in NSW, national and international experience is that 40km/hr speed limits, comprehensively applied across larger areas, create a more uniform sense of awareness in drivers. The Balmain Peninsula has an area-wide 40km/hr limit, which has created a safer environment for vulnerable road users.

While the primary goal of this Study is to improve safety on local roads in the Inner West, it also has the ability to significantly influence improvements in local amenity, sustainability, liveability and place-making.

Subsequent to Council commencing the *InnerWest*@40 Study, TfNSW indicated interest in the Study and provided initial funding for it. The draft Study was presented to Council for endorsement to exhibit.

At the Council meeting held on 10 October 2023, Council resolved the following:

- 1. That Council publicly exhibit the InnerWest@40 Study for a period of 28 days and seek community feedback on the proposed Strategy.
- 2. That Council forward the InnerWest@40 Study to the minister responsible, the Hon John Graham MLC, Minister of Roads, for his support for the project.
- 3. That following the conclusion of the exhibition period, the InnerWest@40 Study be brough back to Council for consideration for adoption.
- 4. That Council prioritise the roll out of the strategy in close proximity to aged care homes and childcare centres, along with schools and hospitals.



The draft InnerWest@40 was subsequently placed on public exhibition, the Minister informed and this report is now presented for Council's consideration and subsequent adoption of the Study.

Benefits of reduce speeds on local streets

While reduced speeds in local streets will provide improved:

- Safety;
- Amenity;
- Liveability;
- Sustainability.

The key principles embedded in *InnerWest*@40 are the crash and fatality reduction associated with reduced speeds.

Lowering speed limits from 50 km/h to 40km/h gives an anticipated reduction of:

- 12% in total crashes;
- 17% in injuries;
- 26% in fatal crashes;
- An annual cost saving to the Community of over \$7,000,000

All of this can be achieved with minimal inconvenience to the travelling public and potential to improve bus travel time reliability by making overall travel times more consistent across the Inner West.

Speed and travel time analysis in the Study indicates that:

- The average vehicle speed in the Inner west is already below 40 km/hr (38.2km/hr) in 50km/hr speed zones;
- The worst affected route, across the LGA, examined in the Study can anticipate:
 - 3.66% increase in peak period travel time, equating to an additional 26 seconds on a 12-minute trip;
 - 5.32% increase in travel time on weekends, equating to an additional 37 seconds against a 12-minute trip.

Consequently, it is considered that the likely safety improvements, of a 40km/hr speed limit on local streets, significantly outweighs the minor travel time increase that can be anticipated.

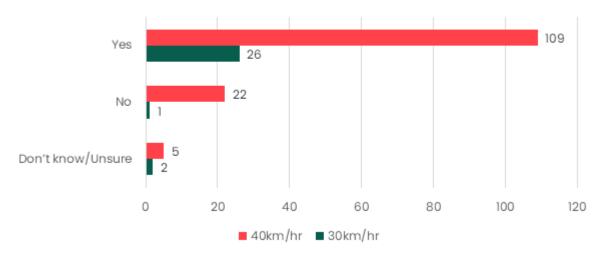
DISCUSSION

Summary of Exhibition Results

The draft *InnerWest*@40 was placed on public exhibition from 11 October 2023 to 8 November 2023. There were 2,188 views from 1,429 unique visitors to the Your Say Inner West (YSIW) project page during public exhibition. In total 165 responses were received (136 through YSIW and 29 sent directly to Council Officers). Responses were received from individuals as well as stakeholders including Bicycle NSW, climate action groups and community groups.

Council's Engagement Outcomes Report (EOR) is attached for detailed review, noting that the percentages referred to in the EOR refer only to responses lodged through YSIW.

Do you support InnerWest@40?



Analysis of responses includes consideration of 29 responses that preferred a 30km/hr speed limit however, as shown in the graph above, a total of 82% of respondents supported the principles proposed in InnerWest@40 (with 195 of those responses preferring a 30km/hr speed limit).

Taking into account the responses *not supporting* InnerWest@40 or *unsure*, but supporting 30km/hr; a total of 84% of all responses supported speed limits of 40km/hr or less on local streets in the Inner west.

Reasons provided by respondents for supporting InnerWest@40 includes:

- Increased safety;
- Improved accessibility for all;
- Reduced noise and air pollution;
- Encouragement of walking, cycling and public transport uptake;
- Reduced traffic congestion;
- Improved public domain outcomes;
- Alignment with sustainability goals; and
- Alignment with Council's Road User Hierarchy.

Reasons identified for opposing to *InnerWest@40* are included below; with officer's corresponding responses:

Comment	Officer's response
A blanket approach will not benefit all local streets across the LGA	The Study shows that speed zoning that is consistent, predictable and legible across a wide area is more efficient and more generally adhered to. Current speed limit inconsistencies across the Inner West LGA can create confusing messaging regarding the circumstances of the street.
Road safety is an individual responsibility and should not be dictated by reduced speed limits	Safety is a major concern and world-best practice shows that more appropriate speed limits result in significant safety improvements, as well as significant amenity and environmental benefits.
Reduction of speed limits is considered to be introducing income stream through fines	Reducing speed limits is a uniformly accepted for speed control in Australia. Additionally, Council does not collect revenue from speed enforcement.

rather than improving safety						
An approach that isn't reducing	Appropriately	reduced	speed	limits	are	globally
speed limits would be preferred	accepted as ha	aving majo	r safety b	penefits.		
for safety						

Some respondents also suggested changes to InnerWest@40:

Comment	Officer's response
30km/hr should be considered in High Pedestrian Activity Areas and locations frequently visited by vulnerable users such as schools and hospitals	Council has started exploring opportunities for 30km/hr zones in high priority locations and will work with TfNSW to find opportunities to introduce 30km/hr speed zones across the LGA.
Rationalisation of State and Regional roads should be considered, particularly noting the complexity involved	Due to the complex nature of rationalisation of State and Regional Roads, and potential delays that could occur, this aspect of the Study has been separated and added as an additional study associated with the original <i>InnerWest@40</i> Study. Council will work with TfNSW on this rationalisation separately, and complementary, to the introduction of 40km/hr speed limits on its local streets.
InnerWest@40 should better align with "Place-Based Cycling Access" routes in Council's Cycling Strategy	While the Cycling Strategy provides a longer-term foundation for delivering a connected and safer bike network, the cycling network is subject to periodic review and updating as a safer bike network takes shape throughout the Inner West. Safer speeds are a critical component of safer streets for cycling and <i>InnerWest@40</i> will significantly inform the ongoing review and updating of the cycling network and the Cycling Action Plan.

A copy of the Engagement Outcomes Report is provided as Attachment 1.

After reviewing the feedback provided during the public exhibition, and based on the high level of support for the original *InnerWest*@40 Study, Council:

- has retained the original consultant study as the basis for the implementation of 40km/hr speed limits on local streets within the Inner West (InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions");
- commissioned an additional separate study to examine opportunities for speed zone rationalisation on State and Regional Roads (*InnerWest*@40 "Investigation in Potential Regional and State Road Speed Limit Reductions");
- proposes to continue discussions with TfNSW with a view to implementing 30km/hr speed zoning in the future;
- will develop its future cycling action plan in a manner which aligns with the *InnerWest*@40 project.

The Inner West Road Network consists of 51 State Roads, 48 Regional Roads, and 1011 Local Roads. Separating State and Regional Roads from Local Roads, permits Council to proceed with TfNSW discussions to implement 40km/hr speed limits on the 1011 local roads without being delayed by the more complex negotiations involved in the 99 larger roads.

Based on the findings of the additional study, *InnerWest@40 "Investigation in Potential Regional and State Road Speed Limit Reductions"*, Council will request TfNSW to:

 Introduce consistent speed limits, of 50km/hr or less, on Regional Roads within the Inner West Local Government Area;

- Introduce consistent speed limits on State Roads within the Inner West Local Government Area, as appropriate to each road's function and adjacent land uses;
- Revise speed limits on sections of road that are inconsistency with adjacent speed zoning at the 9 key locations identified in the Study;
- Establish 40km/hr high pedestrian activity areas in the 8 key locations identified in the Study.

Council will request TfNSW to urgently address the inconsistencies associated with high pedestrian activity areas.

FINANCIAL IMPLICATIONS

The implementation of the reduced speed limits via linemarking and signposting was calculated by the consultant at between \$830,000 to \$1,041,000 and would be subject to TfNSW grant funding.

At the request of TfNSW, InnerWest@40 breaks up the LGA into priority areas so that speed limit reductions can be funded and implemented in stages, however Councils preference is for an LGA wide implementation.

It is expected that traffic speeds will reduce following the changed speed limits (guided by signposting and linemarking) as road users adjust their behaviour. Should monitoring of the project's success indicate longer term need for additional traffic calming measures, the consultant has anticipated that up to \$10m may be required to fund Local Area Traffic Management (LATM) treatments.

Council has allocated approximately \$15.8m in the Long-Term Financial Plan (LTFP) towards traffic facilities over the next 10 years (excluding PAMP funding). These funds would need to be prioritised and additional grant funding opportunities explored to construct any required LATM devices.

Council continues to undertake precinct-based LATM investigations and the *InnerWest@40* Study outcomes will assist in targeting LATM precincts for review.

ATTACHMENTS

- **1.** InnerWest@40 Engagement Outcomes Report
- 2. InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions" Study
- **3.** InnerWest@40 "Investigation in Potential Regional and State Road Speed Limit Reductions"
- **4.** InnerWest@40 Plan on a Page



InnerWest@40



Engagement Outcomes Report 11/10/23 – 8/11/2023

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Item

Summary

This report presents community feedback received on the draft InnerWest@40 Strategy which was placed on public exhibition between 11 October and 8 November 2023.

The community was invited to view the strategy and provide their comments online at yoursay.innerwest.gov.au, by phone and via email. The engagement was promoted online through Your Say Inner West, Council's social media channels and the Your Say Inner West monthly e-news.

Responses were received from Your Say Inner West (YSIW), direct emails from individuals and emails from stakeholder groups. All responses were read by the project team.

During the engagement period 1,429 people visited the Your Say project page.

232 participants downloaded the draft InnerWest@40

- 157 unique responses were received. 136 were received through YSIW, 23 via email, two people responded via both methods.
- Six submissions were received from key stakeholder groups such as Bicycle NSW, climate action groups and community groups.

80% of respondents supported the draft Innerwest@40 Study.

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Project background

Through its Integrated Transport Strategy and various associated policies, Inner West Council prioritises walking and cycling, due to its social and environmental benefits. Through the InnerWest@40 project, Council proposes reducing speed limits on local streets throughout the Area. The key purposes for this proposal include improved road safety and place-making outcomes for the community, enhancing liveable and safe communities.

The key policy setting the scene for the Strategy is *Going Places*, Council's Integrated Transport Strategy, which identified the need to significantly improve pedestrian and cyclist safety by introducing an LGA-wide 40km/hr speed limit through one of its key projects – InnerWest@40. In proposing this it should be recognised that, in addition to likely safety, amenity and sustainability improvements, the LGA-wide introduction of a 40km/hr speed limit on local streets would also bring the rest of the Inner West LGA into alignment with the Balmain Peninsula which is already a 40km/hr zone.

In developing the draft Strategy, Transport for NSW (TfNSW) was consulted. This is documented in Section 8 of the draft Strategy. The community input received from this engagement will further inform the Strategy.

The input received will inform the final InnerWest@40 Strategy which is expected to report to Council for adoption in 2024.



Promotion and engagement methods

Promotion method	Stakeholders engaged
Project page on Your Say	2,188 people viewed the project page
Inner West	267 downloads of the draft study
	294 downloads of an A3 summary
Emails to key stakeholders	569 registered members on the Your Say Inner West platform.
Council's social media	3 Social media posts
	- 274 likes

Engagement method	Stakeholders engaged
Online survey	136 surveys completed
Direct contact from residents	23 emails from individuals

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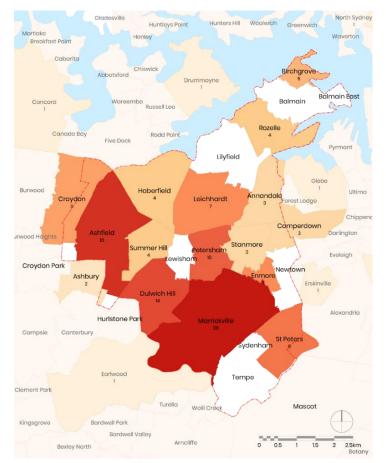
Who did we hear from?

Council gathers basic demographic information as part of the participant registration process online at Your Say Inner West. We use this information to understand who has responded and whether we need to engage further on the proposal.

- 18% of respondents were in the 35-39 age bracket,
- 13% aged 40-44
- 12% aged 30-34

Majority of respondents (17%) lived in Marrickville.

The survey on YSIW has collected the residential postcodes of 135 out of 136 respondents. The map below indicates the number of responses Council received from each suburb within the LGA.



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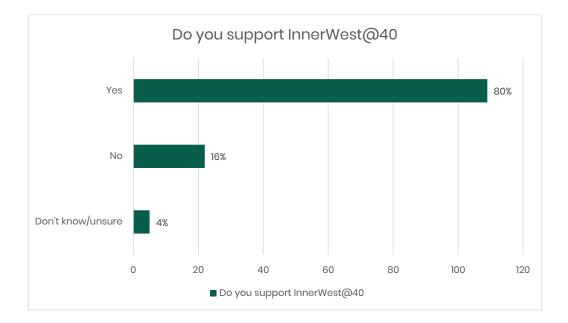
Note - 13 out of 135 respondents are from outside the LGA. Other respondents not shown on the map includes one from Camperdown, Coogee, Fairlight, Guildford, Queanbeyan and Waterloo.

Summary of feedback

Engagement method: online survey

QI.

We asked	You said
Do you support	80% support InnerWest@40
InnerWest@40	
(required)	
136 responses	



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Q2. Please provide any comments (optional)

132 people provided comments.

Engagement method: Email submissions

23 individuals provided email submissions, two people responded by both methods, all responses were reviewed by officers and analysed to understand community sentiment.

The points below reflect the key themes of all comments received online and via email submission.

All verbatim comments with identifying details redacted are contained in Appendix A and Appendix B.

You said	Council response
Increases safety	Noted.
Improves accessibility for all	Noted.
Reduces noise and air pollution	Noted.
Encourages walking,	Noted.
cycling and public	
transport uptake	
Reduces traffic	Noted.
congestion	
Improves public domain	Noted.
outcomes	
Aligns with sustainability	Noted.
goals	
Aligns with Council's Road	Noted.
User Hierarchy	
Road safety is an	While safety is the main concern,
individual responsibility	many responses from community
and should not be	members have stated that fast
	speeds on roads is a factor for them

Key themes from all comments and Council response

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dictated by reduced	to choose to drive. Lower speeds will
speed limits	also add to better public domain
	outcomes.
Reduction of speed limits	Reducing speed limits is uniformly
is seen to be introducing	accepted for speed control in
an income stream	Australia.
through fines rather than	
improving safety	
A different approach is	Signage and linemarking is more
preferred instead of	cost-effective and can be uniformly
reducing speed limits	introduced across the LGA without
	unnecessary burden for ratepayers.
How a blanket approach	The Study shows that speed zoning
would not be beneficial	that is consistent, predictable and
across the LGA	legible across a wide area is more
	efficient. Current speed limit
	inconsistencies across the Inner West
	LGA makes it difficult to legally adhere
	to.
How InnerWest@40 will	The Study compared travel times in
impact travel time and	peak and off-peak hours at 40km/hr.
congestion	The results showed that there would
	be minimal impacts on travel times.
30km/hr – a significant	Council has started exploring
proportion of the	opportunities for 30km/hr zones in
submissions would like	high priority locations and will work
the speed limit to be	with TfNSW to find opportunities to
reduced to 30km/hr.	introduce 30km/hr speed zones
	across the LGA.
State and Regional Roads	Due to the complex nature of
– Some responses that	rationalisation of State and Regional
were supportive of lower	Roads, and potential delays that
speed limits would like	could occur, this aspect of the Study
State and Regional Roads	has been separated and added as an
to have a speed limit of	appendix to InnerWest@40. Council
40km/hr to align with	will work with TfNSW on the
proposed blanket	rationalisation separately, and
approach.	complementary, to InnerWest@40.

Attachment 1

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Cycling Strategy –	While the Cycling Strategy provides
aligning with Council's	longer term foundation for delivering
Cycling Strategy to	a connected and safer bike network,
include "Place-Based	the cycling network is subject to
Cycling Access" routes in	periodic review and updating as a
the roll-out of 40km/hr.	safer bike network takes shape
	throughout the Inner West. Safer
	speeds are a critical component of
	safer streets for cycling and
	InnerWest@40 will significantly
	inform the ongoing review and
	updating of the cycling network and
	the Cycling Action Plan.

Summary of Emails from Stakeholder Groups

Six responses were received from key stakeholder groups such as Bicycle NSW, climate action groups and community groups. The submissions are summarised below, and all verbatim submissions are contained in Appendix C:

Newtown Climate

Newtown Climate is an incorporated community climate organisation based in Newtown in Sydney's Inner West. Our vision is for Newtown to become Australia's first inner-city zero emissions community, through a transition that is fast, fair and fun.

The response received from Newtown Climate makes the following points:

- Newtown Climate is supportive of the initiative to reduce speed limits to improve the quality and amenity of the local urban environment.
- Would like to see 30km/hr trials in Newtown and neighbouring suburbs. A few community groups have written to the Transport Minister and Council to implement 30km/hr speed limits in local neighbourhoods that already travel below this speed. Believes that this is a missed opportunity in InnerWest@40.
- Speed limits of back lanes to be 20km/hr to create a safe and extensive bicycle network at low costs which has low impact on travel times.



Friends of Iron Cove Creek

Friends of Iron Cove Creek is a non-partisan, grassroots, community group working to see a walking/cycling path along Iron Cove Creek (also known as Dobroyd Canal) in Croydon, Ashfield, and Haberfield.

The response from the Friends of Iron Cove Creek makes the following points:

- Safer speeds would address issues raised by the community including:
 - o Unsafe conditions for walking and cycling;
 - Noise pollution from motorised vehicles;
 - Connectivity of existing cycling networks
- Proposes 30km/hr on streets to improve neighbourhood amenity and provide safe passages for walking and cycling; and
- Changes to communications on Council's social media channels for InnerWest@40 to align with the language used in the study.

WalkSydney

WalkSydney is the peak advocacy group working to make it easier, safer, and more pleasant to walk in Sydney. WalkSydney's vision is that "Walking will be convenient, accessible, safe and enjoyable for everyone."

The response from WalkSydney makes the following points:

- InnerWest@40 should make more effort to align with Council's Community Strategic Plan;
- International experience shows the most impactful speed in local neighbourhoods is 30km/hr as this speed allows for greater modal shift from driving to cycling;
- 30km/hr zones should be considered now. While WalkSydney appreciates that Council plans on implementing 30km/hr speed limits in the future, it is believed that this will incur costs and cause confusion to the community;
- The areas and its vicinity which should have a 30km/hr speed limit includes:
- High streets and villages; and
- Schools and early education centres;

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Council Meeting



- Retaining speed limits of State Roads should be reconsidered. An alternative would be reclassifying these roads to implement the Movement and Place Framework;
- Other measures should be used to encourage lower speeds including traffic calming measures, streetscaping and safer local speed limits throughout Greater Sydney; and
- Communications on InnerWest@40 needs improvements to clearly express its benefits and implications.

Bicycle NSW

Bicycle NSW (BNSW) has been the peak bicycle advocacy group in NSW for forty-seven years and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient, and attractive for all ages with the correct infrastructure design.

The response from BNSW made the following points:

- Lower speeds are a reoccurring theme in many previous submissions by BNSW. Links to submissions can be found in Appendix C;
- BNSW is supportive of InnerWest@40 for the following benefits and impacts:
 - Safety;
 - Encouraging mode shift from motorised vehicles to cycling, walking and public transport;
 - Improved quality of life including better amenities and reduced long-term health risks; and
 - Minimal impact on travel times;
- Concerns raised by BNSW includes:
 - Roll-out of 40km/hr speed limit is too slow. Furthermore, a piecemeal rollout proposed does not support a uniform 40km/hr speed limit across the LGA.
 - State Roads should be considered for 40km/hr speed limits as other state roads including Norton Street, Enmore Road, King Street and Marrickville Road all have 40km/hr zones;
 - o InnerWest@40 does not consider Council's Cycling Strategy; and

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Attachment 1

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- Considerations on 30km/hr speed limits should be given to align with Vision Zero's goal;
- Recommendations provided by BNSW include:
 - Changes made to InnerWest@40 to align with Council's Cycling Strategy;
 - 30km/hr speed limits should be considered in some areas in line with Better Streets, Vision Zero and NSW speed limit guidelines; and
 - Roll-out of lower speeds should be done simultaneously for all areas, including outside of the LGA and on all State and some Regional roads.

Climate Change Balmain-Rozelle

Climate Change Balmain-Rozelle (CCBR) is an independent community group that campaigns to promote local and national action to reduce fossil fuel use, increase the adoption of renewable energy, and head off catastrophic global warming.

The response received from CCBR makes the following points:

- Reduced speed has benefits including
 - o Increases safety significantly by reducing fatality rates from accidents;
 - Instils confidence in cycling and pedestrian activities which promotes modal shift change from motorised vehicles to cycling, walking and public transport;
 - o Reduces noise pollution in the public domain
- 30km/hr zones in high pedestrian areas, around schools and hospitals would align Council with international practices;
- Highlights that there is already a shift to 30km/hr speed limits in European countries;
- InnerWest@40 aligns with Council's Climate + Renewables Strategy by promoting modal shift and reducing emissions with reduced speeds; and
- Speed limits should be accompanied by effective signage and enforcement. Balmain Peninsula, which acts as a trial for InnerWest@40, shows that inadequate signage and enforcement results in confusion amongst the community.

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Haberfield Public School Parent & Citizens Association Haberfield Parents and Citizens (HP&C) is made up of Parents/Carers, Teachers, School Executive and community members. Haberfield Public School is a large Inner West Primary School with just over 600 students, with classes from Kinder to Grade 6. It also caters to Out of School Hours & Holiday Care before and after school, as well as during school holidays.

The submission received from HP&C makes the following points:

- The Association's main priority is the safety of their students who are vulnerable road users and supports reducing speed limits to 40km/hr on local streets and further consideration of area wide 30km/hr speed limits;
- Has requested Council to review the timeframe on reducing speed limits around Haberfield Public School with the following considerations:
 - Local streets surrounding the school entrances are busy and dangerous;
 - The opening of a flagship Woolworths store 250m from the school's main driveway will generate more traffic on local roads around the school;
 - A portion of the Haberfield Public School catchment is within areas identified as having a large concentration of roads scoring high on the MCA, particularly in Summer Hill and Ashfield;
 - Many students walk along High Priority roads identified in the report
- The Association has suggested reducing speed limits of School Zones to 20km/hr should speed limits on local streets be reduced to 40km/hr;
- Notes that the Study indicates an insignificant increase in travel time with lower speeds and believes that the benefits outweigh the inconvenience.

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Next steps

After reviewing the feedback provided during the public exhibition, and based on the high level of support for the original *InnerWest@40* Study, Council:

- has retained the original consultant study as the basis for the implementation of 40km/hr speed limits on local streets within the Inner West (InnerWest@40 "Investigation in Potential Local Road Speed Limit Reductions");
- commissioned an additional separate study to examine opportunities for speed zone rationalisation on State and Regional Roads (*InnerWest@40 "Investigation in Potential Regional and State Road Speed Limit Reductions"*);
- proposes to continue discussions with TfNSW with a view to implementing 30km/hr speed zoning in the future;
- will develop its future cycling action plan in a manner which aligns with the *InnerWest@40* project.

Attachment 1



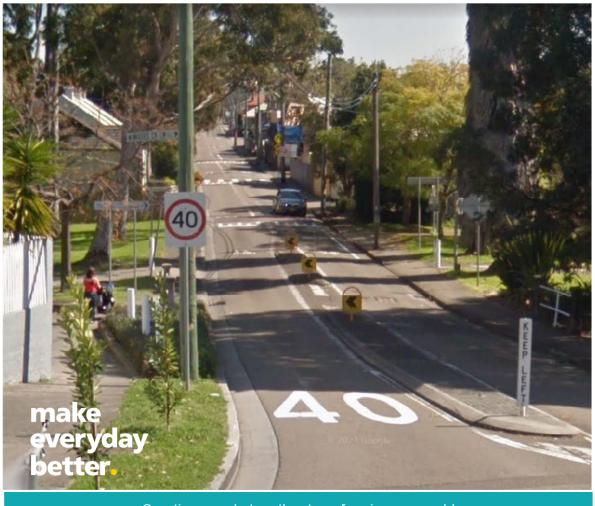


InnerWest@40

Investigation in Potential Local Road Speed Limit Reductions

Prepared for Inner West Council Prepared by Beca Pty Ltd ABN: 85 004 974 341

19 May 2023



Creative people together transforming our world



Executive Summary

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Item 6

Executive Summary

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Executive Summary

Revision History

Revision N°	Prepared By	Description	Date
01	Daniel Dang	Draft Report	12/12/2022
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Document Acceptance

Action	Name	Signed	Date
Prepared by	Daniel Dang		12/05/2023
Reviewed & Approved by	Chris Morley		19/05/2023
on behalf of	Beca Pty Limited		

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Executive Summary

Executive Summary

The NSW State Government's "Towards Zero" plan has liveable and safe communities as a priority focus. The Towards Zero plan is underpinned by the Safe System approach which recognises that safe speeds are a key component to reducing deaths and serious injuries on our roads. Furthermore, the Movement and Place framework enlists reduced vehicle speeds as a tool to enhance amenity and place-based planning outcomes for all road users. Traditionally in NSW, 40km/h speed limit zones have been generally exclusive to School Zones and High Pedestrian Activity Areas (HPAA). However, 40km/h speed limits are increasingly utilised over larger areas in both national and international examples. In response to these changing approaches to road safety, Inner West Council (IWC) implemented an area-wide 40km/h speed limit in Balmain Peninsula which has successfully created a safer environment for vulnerable road users.

Inner West Council (IWC) also developed an Integrated Transport Strategy (ITS) in 2018 which included a recommendation to investigate the feasibility of implementing a 40km/h speed limit on local roads across the Inner West Local Government Area (LGA). IWC engaged Beca Pty Ltd (Beca) in April 2022 to undertake development of the InnerWest@40 study, aimed at providing an evidence-base that supports reduced speed limits within the Inner West LGA.

Investigation and Safety Analysis

A high-level review of existing literature regarding speed limits, road safety and the transport and land use planning context in the Inner West LGA found that road safety is a key priority of national, state and local government policy and strategies. Speed management is a core theme of road safety initiatives including the Safe System approach, as well as the Movement and Place framework to enhance amenity and place-based planning outcomes. Furthermore, lower speeds limit the number and severity of crashes, improve amenity, place-making and environmental outcomes, and can have strong support from the community in areas of high volume of pedestrian, cycling and vehicle activity.

A review of future and existing land uses identified the Inner West to be densely populated with areas of commercial centres, active transport corridors, mass transit stops, and vulnerable user areas. Key insights of the land use and safety analysis were:

- Over 90% of IWC road segments are within 400m of a town centre or commercial zone. More than 97% of all crashes occur within 400m of these areas.
- An analysis of road safety data within the Inner West LGA found that almost 60% of road segments within the Inner West were recorded to have an 85th percentile speed of below 40km/h, as was the general 85th percentile speeds in most suburbs.
- Roads with a 50km/h speed limit were found to have a 38.2km/h recorded 85th percentile speed. This
 indicates that most of the Inner West's local roads already self-enforce lower speeds, and a 40km/h
 speed limit would reflect existing environmental conditions.
- Crash severity overall trends with increased vehicle speeds. Road segments with higher crash rates on average tend to record travel speeds much closer to the speed limit. For 50km/h speed limit road segments, those with 1-10 crashes in the past five years had an average 5km/h higher recorded 85th percentile speed than road segments with 0 recorded crashes.
- Analysis indicated that the risk of pedestrian fatality and injury is only sufficiently reduced when 85th percentile travel speeds were recorded near 30km/h, which would be realised at 40km/h speed limits, based on current trends which indicate an 85th percentile speed of 32.4km/h on roads with a posted speed limit of 40km/h.





Executive Summary

Impact Review

One key concern of residents and businesses of lowering speed limits is the impact on travel times. Analysis on a sample of routes across the LGA, using a combination of local and state roads indicated minimal impacts on the times taken to complete journeys after a 40km/h speed limit was imposed on local roads. During the weekday peak a maximum 3.66% increase in travel time, 26 seconds, was calculated. During the weekend, a maximum 5.32% increase in travel time, a 37 second increase, was calculated.

The LGA-wide speed reduction strategy has the potential for significant economic benefits in the costs associated with the reduction of road trauma, savings in crash costs, reduced emissions, promotion of active transport and an increase in existing amenity and place-making opportunities. Looking at crash cost savings only, a potential estimate of 30% reduction in all injuries could result in estimated savings of:

- \$7,211,063 per year when local 50km/h streets are converted to 40km/h
- \$29,378,872 per year if the initiative were expanded to all 60km/h classified roads.

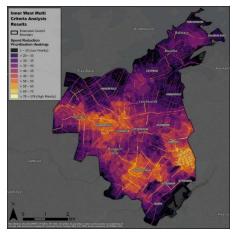
Identification and Prioritisation

A Multi-Criteria Assessment (MCA) was developed to inform the prioritisation areas of the InnerWest@40 speed reduction implementation. It was developed in collaboration with Inner West Council, examining current

pedestrian activity generators, future land use, vulnerable road users, near misses and crash data to identify and quantify the risk-prone areas within the Inner West.

The Inner West LGA was then divided into distinct zones and prioritised for staged implementation. The key high priority areas identified were Enmore & Marrickville East, Marrickville & Tempe, and Ashfield & Summer Hill West. These three areas had the largest concentration of highpriority roads due to a confluence of high-significance town centres, pedestrian and cyclist activity, vulnerable users' concentration, active and public transport networks and high crash statistics.

The highest scoring road segments identified by the MCA included:



- Enmore Road
- King Street
- Stanmore Road and Edgeware Road from Enmore/Newtown
- Sydenham Road, Livingstone Road and Buckley Street from Marrickville; and
- Norton Street, Frederick Street and Liverpool Road from Ashfield, all of which have high concentrations of vehicular, pedestrian, and cyclist crashes in addition to their proximity to significant activity areas.

Action Plan

Critical next steps for successful implementation include collaborating with TfNSW for:

- Community engagement and education, promoting low-speed benefits and addressing concerns about lower speeds, such as delays, congestion, longer travel times, and increased risk of speeding fines.
- Resolve budgeting issues for physical implementation of treatments to identify lower speed zones
- Identify and design infrastructure to safely enforce the new low speeds through additional landscaping, traffic calming and threshold treatments.





Introduction

1 Introduction

1.1 Background and context

Road safety is a key priority of all levels of government, particularly for vulnerable road users such as pedestrians and cyclists. Traffic speeds are a key factor in road safety, and crash severity for incidents involving pedestrians have been demonstrated to increase sharply between traffic speeds of 30-70km/h. Reduced speed limits, particularly on local roads, have the potential to reduce road trauma as well as improve local amenity and environmental quality for the community. The promotion of places for people is achieved through reduced carbon emissions and noise pollution, improved public spaces and enabling sustainable transport choices, among other benefits.

Inner West Council (Council) intends to reduce speed limits throughout the Inner West Local Government Area (LGA) to improve road safety and place-making outcomes for the community, enhancing liveable and safe communities. This aligns with recommendations from the Integrated Transport Strategy to introduce area-wide speed limits of 40km/h on local roads throughout the LGA, as well as national and state government initiatives.

The state government's "Towards Zero" plan contains liveable and safe communities as a priority area. The Towards Zero plan is underpinned by The Safe System approach, pictured in **Error! Not a valid bookmark selfreference.**, which recognises that safe speeds are a key component to reducing deaths and serious injuries on our roads. In urban areas pedestrians and cyclists are particularly vulnerable, even at relatively low speeds. This requires careful integration of safe speeds around schools, residential neighbourhoods, shopping areas and road crossings.

Transport for NSW (TfNSW) has provided in-principal support for speed limit reductions on local roads throughout the LGA, but an evidence base is required to justify the implementation, as well as an action plan. This requires a comprehensive analysis of speed limits and crash statistics within the LGA to build a robust evidence base and narrative to facilitate the implementation of reduced speed limits. Furthermore, concerns from



Figure 1.1: The Towards Zero safe system approach

community stakeholders such as local businesses will need to be addressed.

1.2 Purpose

40km/h speed limits are typically restricted to high pedestrian activity areas and school zones. This study aims to analyse speed limits and road safety within the Inner West LGA with the view to propose area-wide reduced speed limits, where justified to improve road safety outcomes. Specific objectives include to:

- Provide a rigorous data-driven evidence base to support reduced speed limits within the LGA.
- Present analysis and key findings to facilitate discussions with TfNSW, including an action plan and prioritised list of roads for reduced speed limits.
- Provide a cost-effective approach leveraging efficient data sources to effectively assess the large-scale study area.





Literature review

2 Literature review

A high-level review of existing literature regarding speed limits, road safety and the transport and land use planning context in the Inner West LGA was undertaken with key findings summarised in the following sections.

2.1 National government

2.1.1 National Road Safety Strategy 2021-30

The National Road Safety Strategy 2021-30 presents the Australian Government's strategy and action plan to improve road safety and achieve reduced fatality targets. The strategy aligns with the Safe System approach and contains a focus on speed management throughout the themes of safe roads, safe vehicles and safe road use. The strategy also integrates a Movement and Place approach and recognises the place-making aspects of reduced speed limits and improvements to road safety.



Figure 2.1: National Road Strategy Themes and Targets

A key action from the strategy is to reduce speed limits to 40km/h or lower in pedestrian and cyclist places, including 30km/h speed limits in high-risk pedestrian and cyclist areas. The strategy highlights the increased risk to vulnerable road users based on traffic speeds particularly between 30-60km/h.

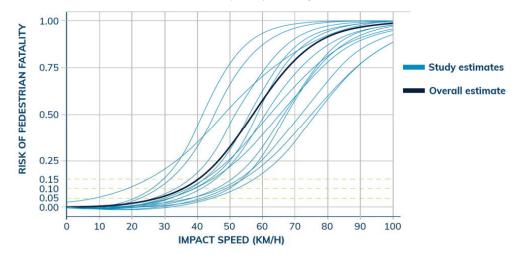


Figure 2.2: National Road Safety Strategy - Pedestrian fatality risk by impact speed

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Literature review

Sensitivity: General

2.2 State government

2.2.1 Greater Sydney Region Plan (Greater Sydney Commission, 2018)

The Greater Sydney Region Plan presents the future planning vision for Greater Sydney, based on a 'metropolis of three cities' – the Eastern Harbour City (CBD and surrounds), Central River City (Parramatta and surrounds) and Western Parkland City (future aerotropolis and surrounds), as shown in Figure 2.3. The vision informs the specific district plans for sub-areas and is consistent with the Future Transport Strategy 2056.

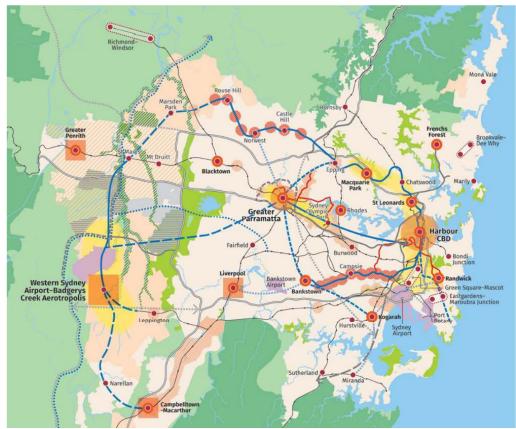


Figure 2.3: Greater Sydney Region Plan - Metropolis of Three Cities

Key directions and outcomes which are relevant to the study include creating cities for people and great places, underpinned by the Movement and Place framework. Place-based planning is a key focus, and safety and accessibility particularly for vulnerable road users are indicated as factors in achieving high quality planning outcomes.

The Greater Sydney Commission has now been renamed the Greater Cities Commission and their strategic remit extends to 6 cities, including regional cities in Central Coast, Illawarra and the Lower Hunter region. However, the Metropolis of Three Cities is still a relevant strategy for the Inner West.



2.2.2 The Six Cities Region Discussion Paper (Greater Cities Commission, 2022)

To realise the vision of the Six Cities Region, the Greater Cities Commission proposed 'Inclusive Places linked to Infrastructure' as one of the six Region Shapers - a set of priorities to frame the 2023 Region Plan. In the vision to create 30-minute cities, it is emphasised to create inclusive and vibrant communities that connects them to quality housing, services, jobs and amenities within a 15-minute walk or cycle in their local centre and neighbourhood. Making active transport and public transport the preferred mode choice is recognised as a measure to improve people's wellbeing, which involves creating cities where it is safe, easy and enjoyable to walk, cycle and utilise wheelchairs or mobility aids.

2.2.3 Eastern City District Plan (Greater Sydney Commission, 2018)

The Eastern City District Plan presents the planning vision for the Eastern Harbour City in alignment with the Greater Sydney Region Plan. The plan identifies key infrastructure projects relevant to Inner West in line with the Future Transport Strategy 2056, including the Sydney Metro, WestConnex and bus links to the eastern suburbs.

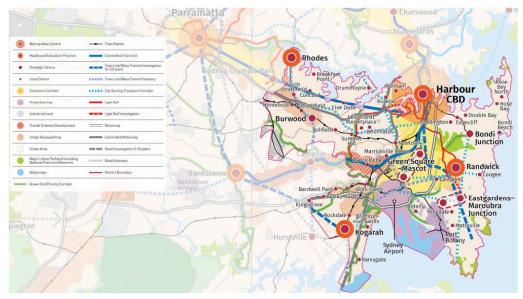


Figure 2.4: Eastern City District Plan - Structure Plan

The plan includes a planning priority of creating and renewing great places and local centres, including actions to use a place-based planning approach recognising and balancing the dual function of streets as places for people and movement, and prioritising a people-friendly public realm and open spaces as a central organising design principle.

The plan acknowledges the need for better amenity and safer conditions for pedestrians, and the design of low-speed traffic environments in local streets to encourage safe walking and cycling.

2.2.4 Future Transport Strategy (Transport for NSW, 2022)

The Future Transport Strategy, a recent update on Future Transport 2056 which was first introduced in 2018, presents the NSW Government's strategy for transport projects, technologies and programs to improve sustainable transport outcomes. The strategy integrates the Movement and Place framework to enhance liveability in our communities. The Future Transport Strategy also promotes road safety as integral to how we

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has a direct link to that strategic intent.

Literature review

plan our cities, including a vision for 'safe speeds', so the investigation of implementing 40kph speed zones

<complex-block>

 Portogram
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Figure 2.5 presents the Vision and Outcomes which the Future Transport Strategy aims to achieve.

Figure 2.5: Future Transport Strategy - Vison and Outcomes

Key major multi-modal transport networks and infrastructure projects relevant to Inner West Council, which were identified in Future Transport Strategy, include:

- The Sydney Metro City & Southwest, as well as East-West lines.
- Rapid bus links from the Inner West to the Eastern suburbs.
- Public transport improvements on Victoria Road and Parramatta Road.
- WestConnex links including the M4 extension, M5 duplication, M4-M5 connection and interchanges at Rozelle and St Peters.
- Sydney Gateway road upgrades.
- Duplication of the Port Botany Freight Line.
- Improved walking and cycling links.

The strategy acknowledges reduced traffic speeds as a key safety measure, as well as the integration of a Movement and Place approach into speed zone decisions and the alignment of speed limits with road function and surrounding land uses.

2.2.5 Practitioner's Guide to Movement and Place (Government Architect NSW & Transport for NSW, 2020)

The Practitioner's Guide to Movement and Place provides guidelines for consistent place-based planning and the application of the NSW Government's Movement and Place framework. The guide steps out the typical process for the application of the Movement and Place framework and facilitates the integration of place-making outcomes within studies. The guide assists in understanding the place qualities of an area/road as well as movement functions, which can be used to classify road environments and evaluate performance against built environment indicators.





Literature review

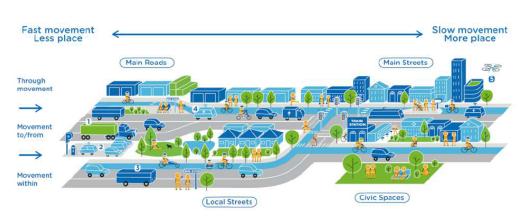


Figure 2.6: Movement and Place framework

Key built environment indicators relevant to the study include the Safe System assessment, casualty crash rate, safe speed for the environment, walking and cycling attractiveness and mix of land uses.

2.2.6 Road Safety Action Plan 2026 (Transport for NSW, 2022)

The Road Safety Action Plan sets key objectives and initiatives for improving road safety in NSW. The document highlights the protection of vulnerable road users as a key challenge and identifies speed as a key factor in crashes (a factor in approximately 41% of road deaths).

It is well researched that the risk of fatality increases with speed. For a pedestrian crash with a vehicle the 10% survival chance at 50km/h, increases to 60% at 40km/h, and to 90% at 30km/h.

The strategy identifies the importance of setting speed limits appropriate for the type of road and road users in line with the Safe System approach, as well as improving safety through the use of 30km/h and 40km/h high pedestrian activity areas and shared zones. Chance of survival for a pedestrian being hit by a car

Figure 2.7: Centre for Road Safety -Pedestrian Fatality Risk from Speed

In monitoring the progress of the plan, 'Share of urban roads with safe speed limits of 40 km/h or below' is a key safety performance indicator of the Safe Roads and Streets objective.

2.2.7 NSW Speed Zoning Guidelines (Roads and Traffic Authority NSW, 2011)

These guidelines provide a state-wide point of reference to ensure that speed limits are set to balance road safety with mobility needs, are sensitive to changes in road conditions, incorporate community views and integrate speed zone policy. As well as providing practical guidance for setting and implementing speed limits, the document indicates that speeding is the single biggest factor in road fatalities in NSW, and clearly identifies a relationship between vehicle speeds and crash severity. Benefits of lower speed limits are recognised, not just to road safety but also in terms of the environmental impact of traffic, including noise, vibration and emissions.

The guidelines also state the need to consider the impact on travel times but indicate that reduced speed limits have smaller impacts on travel times than typically expected and are outweighed by safety benefits.

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Literature review

2.2.8 40 km/h speed limits in high volume pedestrian areas (Roads and Traffic Authority NSW)

This document presents a guide to identifying and implementing 40 km/h speed limits in high volume pedestrian areas. It presents flowcharts for the identification of High Pedestrian Activity Areas (HPAAs) and appropriate treatment options, as well as the subsequent implementation process, required engineering works, public education and funding.

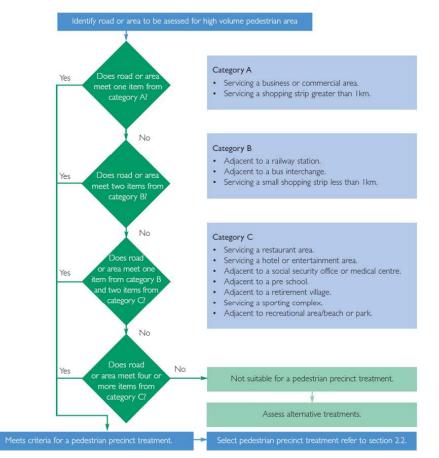


Figure 2.8: HPAA Criteria Guide - Roads and Traffic Authority

HPAAs have traditionally been assigned 40km/h speed limits, however in recent years 30km/h speed limits have been increasingly assigned to HPAAs (e.g. in Manly and Liverpool) to reflect the improved safety outcomes for vulnerable road users in these areas.

Furthermore, region-wide speed reductions have already been implemented in Australia, such as:

- Nationally: 40km/h speed limit zones CBD-wide in Sydney, Melbourne, Brisbane and Hobart.
- Victoria: 40km/h local speed limit in the municipality of the City of Yarra, since 2006.
- South Australia: 40km/h residential speed limit in the City of Unley since 1999, and the City of Charles Stuart since 2017.



Sensitivity: General

Literature review

2.3 Local government

2.3.1 Inner West Community Strategic Plan (CSP)

The CSP presents a future vision for the Local Government Area (LGA), including long-term goals, strategies and desired outcomes. The plan contains an emphasis on safe, sustainable, healthy and liveable outcomes for the community, as well as mobility and ease of access.

Key strategic outcomes relevant to the study include:

- Public spaces are high-quality, welcoming and enjoyable places, seamlessly connected with their surroundings.
- People are walking, cycling and moving around Inner West with ease.
- Urban hubs and main streets are distinct and enjoyable places to shop, eat, socialise and be entertained.

2.3.2 Inner West Local Strategic Planning Statement (LSPS)

The LSPS provides the land use planning framework for the LGA, linking the region and district plans with the CSP and setting out actions to achieve the vision for the community. The LSPS guides the development of the Local Environmental Plan, Development Control Plan and Development Contributions Plan. The LSPS introduces six themes and emphasises a place-based planning approach using the Movement and Place framework.

Key planning priorities relevant to the study include:

- PP6 Plan for high quality, accessible and sustainable housing growth in appropriate locations integrated with infrastructure provision and with respect for place, local character and heritage significance.
- PP7 Provide for a rich diversity of functional, safe and enjoyable urban spaces connected with and enhanced by their surroundings.



Figure 2.9: Inner West CSP vision

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Figure 2.10: Inner West LSPS themes

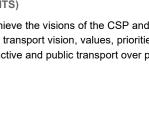
• PP8 - Provide improved and accessible sustainable transport infrastructure.

The LSPS also includes a structure plan for the LGA, outlining existing and future infrastructure such as public transport lines, future Sydney Metro stations and key land uses, and proposes several ideas for transport projects for potential delivery in collaboration with the state government.

2.3.3 Inner West Integrated Transport Strategy 2020 (ITS)

The Inner West ITS provides a strategy and actions to achieve the visions of the CSP and LSPS by addressing transport needs of the LGA, and establishes a transport vision, values, priorities and principles. The ITS focuses on sustainable transport and prioritises active and public transport over private vehicle





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modes. It also indicates a focus on improving safety by targeting 40km/h vehicle speeds throughout the LGA, as well as revitalising main streets to support sustainable travel and local businesses.

The ITS presents the concept of 'InnerWest@40', proposing to adopt area-wide 40km/h speed limits on local roads to improve road safety, particularly for pedestrians and cyclists. Benefits of slower speeds are identified, including reductions in crash likelihood and severity, improved amenity, reduced fuel consumption and emissions, and reduced noise pollution. The strategy also notes how reduced speed limits do not necessarily increase travel times significantly.

2.3.4 Inner West Pedestrian Access & Mobility Plan 2021 (PAMP)

The Inner West PAMP defines the pedestrian route hierarchy and provides a strategy for improved pedestrian infrastructure within the Inner West LGA. The PAMP included an audit of existing pedestrian facilities to identify deficiencies and recommendations to address these to improve safety, accessibility and ease of movement.

The PAMP also reviewed publicly available crash data and found that:

- The centres of Ashfield, Dulwich Hill, Marrickville and Newtown contained the bulk of pedestrian crashes within the LGA (approximately 68%).
- The majority of pedestrian crashes occurred on 15 streets in the LGA, composed of main roads such as the Princes Highway, Enmore Road and the Great Western Highway.
- Most pedestrian crashes were a 'near side' or 'far side' crash and resulted in an injury or fatality.
- Crash clusters were identified on major roads such as Marrickville Road, Illawarra Road and the

Hume Highway and were likely attributed to high traffic and pedestrian volumes.

2.4 Other guidelines, research and reports

2.4.1 Austroads Research Report AP-R587-19 – Road Risk Assessment, Case Studies and Engagement Guidance for Speed Management (Austroads, 2019)

This research report highlights that inappropriate or excessive speed is a major road safety issue in Australia, and effective speed management is critical to reducing road trauma. The report explores the application of the Infrastructure Risk Rating (IRR) to assess road safety risk as an input to speed limit setting, identifies case studies of good practice in speed management and presents research on stakeholder consultation and engagement to support speed management.



InnerWest@40 Strategy 3498417-949788989-332 23 June 2023 15



Figure 2.11: Inner West ITS vision



Figure 2.12: Inner West PAMP - sample route hierarchy

Literature review

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Various approaches to speed limit setting are discussed, and it is concluded that the Safe System approach of setting speed limits according to the function and characteristics of the road is best practice. The report presents safe and appropriate speeds for roads given functions and features.

The case studies included the NSW High Pedestrian Activity Areas Program which highlighted that HPAAs had experienced almost double the reduction in crashes compared to non-treated areas. One barrier to implementation of HPAAs indicated was the cost of traffic calming associated with the 40km/h speed limit required.

2.4.2 Evaluation of 40km/h Speed Limits (Transport for NSW, 2018)

This report provides an evaluation of the HPAA program to assess the effects on road safety and community amenity. The key road safety findings of implementation of HPAAs found that:

- A 38% reduction in casualty crashes was observed, compared to a 20% reduction on comparable roads with higher speed limits.
- A 33% reduction in serious casualty crashes was observed, compared to a 4% reduction on comparable roads with higher speed limits.
- A 46% reduction in serious pedestrian casualty crashes was observed, compared to a 19% reduction on comparable roads with higher speed limits.
- A 13-16% reduction in casualty crashes within 3-5 years of implementation of HPAA zones.

HPAA zones were therefore deemed to be effective in reducing crashes.

Other key findings included that:

- A community survey indicated strong support for 40km/h zones on busy roads with high numbers of pedestrians.
- Physical engineering treatments are needed to support reduced speed limits.
- The great majority of urban pedestrian road trauma occurs outside 40 km/h speed zones, and the expanded coverage of 40km/h HPAA zones would generate further road safety benefits.
- 2.4.3 Austroads Research Report AP-R272/05 Balance between Harm Reduction and Mobility in Setting Speed Limits: A Feasibility Study

This research report presents a comprehensive paper discussing the relationship between traffic speeds and crashes, the role of speed limits in road safety, aspects of setting speed limits and applications in Australasia. Key findings include the following:

- A strong relationship between traffic speeds and both the number and severity of crash incidents was found.
- Different approaches to setting speed limits are discussed, acknowledging trade-offs between safety and mobility, however these tend to be consistent on the implementation of 30km/h speed zones in urban areas with vulnerable road users.
- Australasian speed zones are amongst the highest in the world, and reductions would significantly reduce road trauma.
- Surveys of communities in Australia have shown that the public perceives speeding as an issue and a key factor in crashes, and support for reduced speed limits increases after implementation.
- 2.4.4 Safe-Street Neighbourhoods: the role of lower speed limits 2019 Update WA & NSW (van den Dool et al., 2019)

The Safe-Street Neighbourhoods update provides an investigation into the role of lower speed limits (particularly 30km/h zones) in local streets, including evidence to address potential opposition. The update discusses benefits and impacts of reduced speed limits including road safety outcomes and travel time



Literature review

Item impacts and presents several case studies within Australia and internationally to demonstrate outcomes in

Key findings include:

practice.

- 30km/h speed limits could potentially reduce transport casualties by 7% every year
- Community concerns regarding increased travel times due to reduced speed limits have no significant evidence base.
- Implementations of 30km/h speed limits in Perth, WA have resulted in negligible increases in travel times.
- Trials of 30km/h speed zones have resulted in significant improvements in road safety for pedestrians and tend to gain community support over time.

2.4.5 Walking and cycling: the economic benefits (Transport for London, 2019)

In absence of added infrastructure, reduced speed limits facilitate safer access to town centres from the wider network. Transport for London investigated the economic benefits of increased accessibility for cyclists and pedestrians to public realms which include:

- People who walk and cycle take up to two times more trips to high streets than drivers each month. •
- High street walking, cycling and public realm investments can increase retail sales by up to 30%.
- People who walk to high streets spend up to 40% more than drivers.

2.4.6 International Lower Speed Limits (various)

Internationally, the Australasia region has one of the highest speed limits in the world. Conversely, much of Europe is in the process of converting to 20mph/30kph nominal speed limits in select cities as well as nationwide. These includes countries such as the Netherlands, Spain, Wales, Scotland, England, Belgium and Germany.

2.5 Summary of literature review

Overall, the key findings of the literature review included the following:

- Road safety is a key priority of national, state and local government policy and strategies, and objectives to improve road safety, particularly for pedestrians and cyclists, are well aligned.
- Speed management is a core theme of road safety initiatives including the Safe System approach, as well as the Movement and Place framework to enhance amenity and place-based planning outcomes.
- Prioritisation of active and public transport, places for people and improved amenity are strategic priorities for Inner West which align with state government plans.
- Lower speed limits (e.g. from 50km/h to 40km/h) reduce the number and severity of crashes. High Pedestrian Activity Areas implemented in Sydney have been demonstrated to achieve improved road safety outcomes.
- Reduced speed limits can improve amenity, place-making and environmental outcomes, and can have strong support from the community in high volume areas.

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3 Existing and Future Conditions

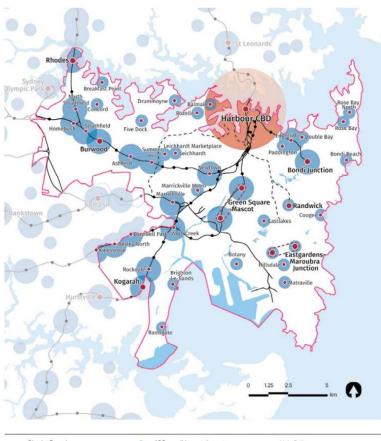
3.1 Land use

3.1.1 Current Land Use

The Inner West is densely populated by commercial centres, and consists of many pedestrian activity areas, including small neighbourhood centres, local centres, and shops along various enterprise corridors.

- 59 Schools
- 6 Private and Public Hospitals
- 16 Light Rail Stops
- 23 Train Stations

- Neighbourhood Centres
- Enterprise Corridors
- Local Centres



	District Boundary	•	400m walking catchment	Light Rail
•	Metropolitan Centre	•	800m walking catchment	
•	Strategic Centre		Waterways	
•	Local Centre	·	Railway	

Figure 3.1: Eastern City District Centres (ECDP, 2018)

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The 2018 Eastern City District Plan (ECDP), highlights six high-significance Local Centres with a 400m walking catchment affecting the Inner West:

- Leichhardt, Norton Street
- Leichhardt Marketplace, Marion Street
- Marrickville Metro, Smidmore Street
- Rozelle, Darling Street
- Balmain, Darling Street
- Five Dock, Great North Road

The ECDP also further identified four centres with a mass transit stop, within an 800m walking catchment:

- Ashfield Station
- Summer Hill Station
- Newtown Station
- Marrickville Station

The ten identified city centres also shown in Figure 3.1 serve as key existing pedestrian and vehicle trip attractors within the Inner West Boundary.

3.1.2 Future Growth and Development Areas

In addition, the Inner West's 2020 Integrated Transport Strategy (ITS) identifies two key corridors as targets of current urban renewal projects and key areas of growth.

Sydenham to Bankstown Urban Renewal Corridor Strategy

Along with the construction of the 30km long Sydney Metro City & Southwest, shown in Figure 3.2, the NSW State Government's Sydenham to Bankstown Urban Renewal Corridor Strategy is projected to promote major growth in the Sydenham Station, Marrickville Station and Dulwich Hill Station precincts through additional housing, jobs and infrastructure. Particularly, the ITS (shown in Figure 3.10) identifies the Dulwich Hill and Marrickville station precincts as the prominent urban renewal areas.

Parramatta Road Corridor Urban Transformation Strategy



The Parramatta Road Corridor Urban Transformation

Figure 3.2: Sydney Metro City & Southwest project location (Sydney Metro 2018)

Strategy (PRCUTS) is the NSW Government's 30-year plan to establish the framework for land use and infrastructure planning along the Parramatta Road Corridor. Through rezoning, it seeks to revitalise the corridor's full 20-kilometre length, providing more efficient and reliable public transport, diverse housing and a productive business environment. Implementation of the PRCUTS is addressed by the Inner West's 2020 Local Strategic Planning Statement, where the section in Inner West specifically affects Kings Bay (west of Ashfield), Taverners Hill, Leichhardt and Camperdown in the east.

3.1.3 Sydney Green Grid

The 2018 Eastern City's Green Grid Plan, shown in Figure 3.3, identified three critical corridors within the Inner West as green grid opportunities to provide high quality green spaces that attracts and supports walking, cycling and community access to open spaces – including place-making and urban tree canopy lining streets and neighbourhoods.





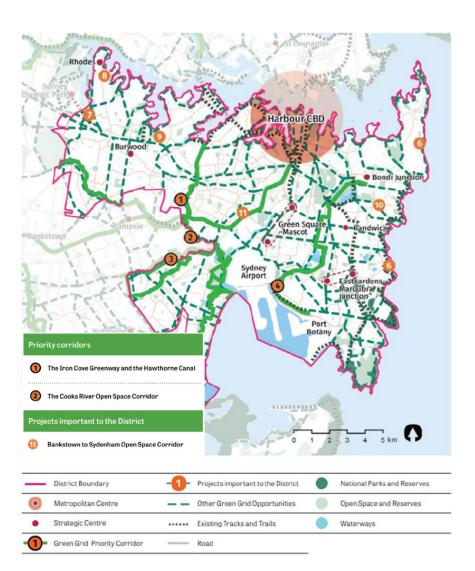


Figure 3.3: Eastern City Green Grid Opportunities (2018 Eastern City District Plan)

The Inner West GreenWay

The GreenWay is an environmental and active travel corridor linking the Cooks River at Earlwood with the Parramatta River at Iron Cove (Figure 3.4). For much of its route, it follows the alignment of the former Long Cove Creek (Hawthorne Canal). It also follows the route of the light rail corridor via Dulwich Hill, Summer Hill, Lewisham, Haberfield and Lilyfield. It links two well established shared paths – the Bay Run around Iron Cove at its northern end, and the Cooks River shared path at its southern end.

The Greater Sydney Commission has identified the GreenWay as the number one of the priority Green Grid corridor project in the ECDP.



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Figure 3.4: Inner West GreenWay map (InnerWest NSW Gov 2022, and GreenWay Masterplan 2018)

Cooks River Open Space Corridor

The Cooks River Open Space Corridor is a regionally significant parkland corridor, and the open space corridor plan aims to restore the natural river systems of the Cooks River while creating spaces and linkages that support the diversity of the adjacent neighbourhoods including Strathfield, Sydney Olympic Park, Campsie, Canterbury, Dulwich Hill, Marrickville and Wolli Creek. This is a priority Green Grid project for both the Eastern City and South districts.



Figure 3.5: Cooks River & Sydenham-Bankstown Corridor Plan (Canterbury Bankstown Council 2022)





Sydenham to Bankstown Open Space Corridor

The Sydenham to Bankstown Urban Renewal Corridor will also become an opportunity to expand the Sydney Green Grid utilising the surplus rail easement land. The rail line and its local streets will be transformed into an active walking, cycling and open space corridor connecting the Cooks River, Wolli Creek Regional Park, The GreenWay and Salt Pan Creek open space corridor, as well as the wider open space network.

3.1.4 Inner West Key Land Use Attractions

Figure 3.6 collates the discussed key areas of growth, pedestrian activity areas and vulnerable road users.

The areas were mapped based off land-use zoning by the Inner West Council. 'Commercial Centre B' refers to the area-significant local centres with a 400m walking catchment, while 'Commercial Centre A' refers to the area-significant local centres that include a mass-transit stop with an 800m walking catchment.

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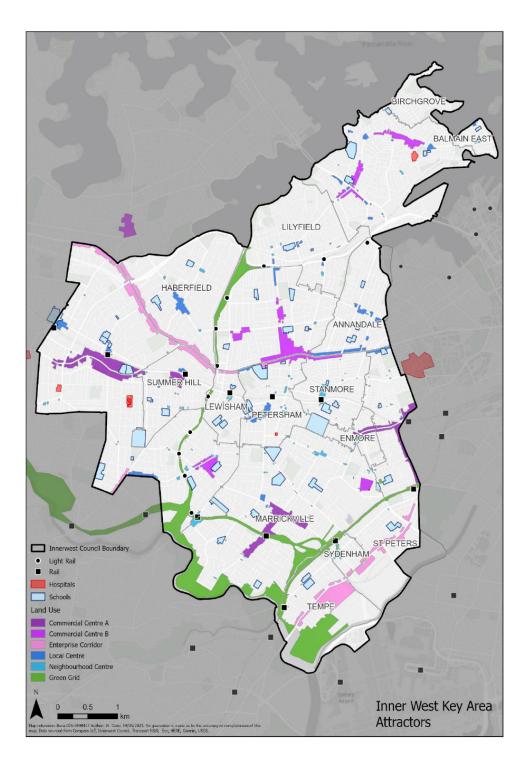


Figure 3.6: Inner West Key Area Attractors

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It is observed that within the Inner West, Leichhardt, Ashfield, Marrickville and Enmore are suburbs with the physically largest commercial areas and potential pedestrian attractors. The entire length of Parramatta Road within the Inner West serves as a key arterial connection, as a corridor of commercial activity and a gateway to Leichhardt commercial centre.

The larger schools of the Inner West are mostly based south of Parramatta Road, while the two largest hospitals of the Inner West, and a third to the west of the IWC border, are congregated in Ashfield and Summer Hill.

Therefore, due to the three neighbouring hospitals, abundance of schools, and large commercial areas while also housing two mass-transit stops which serve as key connections to these attractors, the Ashfield and Summer Hill area encompasses a significant area of vulnerable road users.

Dulwich Hill, although home to two mass-transit stops, has its main commercial centre disconnected from the train station and is most accessible from Dulwich Grove light rail stop.

Once complete, the GreenWay and the Sydenham to Bankstown open space corridor, in combination with the existing light and heavy rail services, and the future metro service, will serve as vital links for pedestrians and cyclists' connectivity in an attractable, low-stress and place-making manner that is accessible to vulnerable, less confident cyclists. It will link connections to Marrickville commercial centre, Marrickville Metro and Enmore-Newtown's commercial centre and may see a reduced reliance on private vehicles and an increase in vulnerable user activity.

3.2 Transport networks

The Inner West is connected by a variety of multi-model networks including a substantial road network, bus routes, heavy and light rail corridors, ferries and cycleways.

3.2.1 Road

In NSW, roads are classified according to two systems:

- Functional Hierarchy Motorway, Primary, Arterial, Sub-Arterial, Distributor, Local.
 These dictate the functional classification of roads in relation to expected traffic speeds and volumes.
- Administrative Classification State, Regional, Local.
 State roads are managed by the State Government and consists of the main Motorways, primary, and arterial roads. Regional Roads, funded by the state government, are managed by the local government council which mainly consists of sub-arterial and distributor roads. Local Roads are also under council jurisdiction, and largely consists of functional local roads and some distributor roads.

The Inner West road network consists of 51 distinct state roads, 48 regional roads, and 1011 local roads shown in Figure 3.7. In terms of road hierarchy, state and regional roads generally make up most of the arterial and distributor roads which are functionally designed to carry a substantial majority of traffic. Out of the local roads, 44 of are classified as distributor roads which is also shown.

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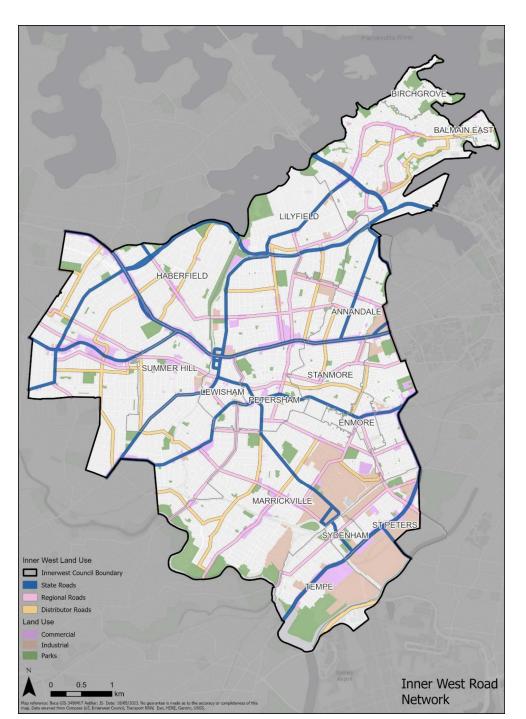


Figure 3.7: Inner West Road Network

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Many of the high traffic classified roads such as the A22 Hume Highway/ Parramatta Road and A34 New Canterbury Road travel directly through the Inner West town centres and high pedestrian activity areas. Connectivity to other regions via state roads is generally effective, however it is noted that traffic from areas south of the Cook's River such as Earlwood would more likely burden the regional roads Wardell Road and Illawarra Road for north-south connectivity.

3.2.2 Public transport

Public transport within the Inner West is provided by bus, rail and light rail services as shown in Figure 3.8. Ferry services are also available from the Balmain Peninsula.

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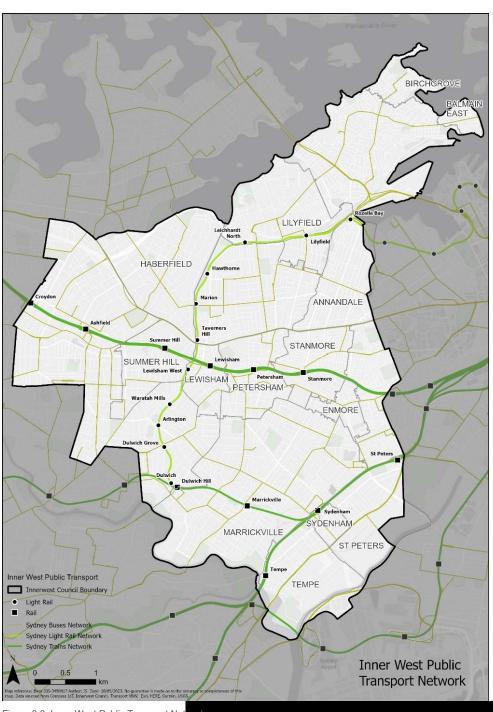


Figure 3.8: Inner West Public Transport Network

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Buses

The Inner West is well serviced by buses along its classified roads. The 2021 Inner West Pedestrian Access and Mobility Plan identified the following key bus services summarised in Table 3.1:

Table 3.1: Key Bus Routes servicing the Inner West

Bus Service	Destination 1	Destination 2
308	Marrickville	City
348	Wolli Creek	Bondi Junction
352, 355	Marrickville	Bondi Junction
412, 413	Campsie	City
418	Bondi Junction	Burwood
422	Kogarah	City
423, 426	Kingsgrove and Dulwich Hill	City
425	Tempe	Dulwich Hill
428, 428X	Canterbury	City
445	Balmain East Wharf	Campsie
461N, 461X	Burwood	City
480, 483	Strathfield	City
438N, 438X	Abbotsford	City
437	Five Dock	City

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Trains

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Heavy rail operates four train lines servicing the Inner West from West and South-West Sydney to and from the eastern city loop. They are detailed in Table 3.2 as follows:

Table 3.2: Train Lines servicing the Inner West

Train Line	Serviced Stations within the Inner West Suburbs
T2 Inner West & Leppington Line	Ashfield, Summer Hill, Lewisham, Petersham, Stanmore, Newtown
T3 Bankstown Line	Dulwich Hill, Marrickville, Sydenham
T4 Eastern Suburbs & Illawarra Line	Tempe, Sydenham
T8 Airport & South Line	Sydenham

Light Rail

The L1 Dulwich Hill Line Light Rail service provides north-south connectivity within the Inner West, running from Dulwich Hill to Pyrmont via Leichardt. The Light Rail stations within the Inner West are:

- Dulwich Hill
- **Dulwich Grove** .
- Arlington •
- Waratah Mills •
- Lewisham West •
- Taverners Hill
- Marion •
- Hawthorne •
- Leichhardt North • Lilyfield •
- Rozelle Bay

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Ferry

Within the Inner West's Balmain Peninsula is contains three ferry wharfs at Birchgrove, Balmain, and Balmain East. The ferry services operating through these wharfs are as follows:

Table 3.3: Ferries servicing the Inner West

Ferry Service	Serviced Wharfs
F3 Parramatta River (Sydney Ferries)	Birchgrove, Balmain East
F4 Pyrmont Bay (Sydney Ferries)	Balmain East
F8 Cockatoo Island (Sydney Ferries)	Balmain
CCLC Lane Cove (Private Ferry)	Birchgrove, Balmain East

3.2.3 Cycling

The Inner West Draft cycling network expansion, shown in Figure 3.9: Inner West 2022 Draft Cycling Strategy network expansion routes

, seeks to link local centres, key train stations and other attractors and to also provide through links to support local and regional cycling journeys. The Inner West Draft Cycling Strategy identifies the following priority routes in its network expansion:

Table 3.4: Inner West Priority Cycling Routes

Priority East – West Routes	Priority North – South Routes
Lilyfield Road, LGA-wide	Iron Cove to Cooks River (Greenway);
Parramatta Road, LGA-wide	Johnston Street. Annadale
Victoria Road, LGA-wide	Livingstone Road, Marrickville
Railway Terrace, Lewisham – Trafalgar Street, Petersham	Carrington Rd – Myrtle St – Victoria Rd – Meeks Rd - Marrickville Rd, Marrickville, Sydenhan
Elizabeth Street – Grosvenor Crescent, Ashfield, Summer Hill	Darling Street between Victoria Rd and Curtis Road, Balmain
Croydon Road, Croydon	Ramsay Street, Haberfield
Marion St – Leichhardt St – Styles St – Collins St, Leichhardt, Annandale	Queen Street, Ashfield; between Liverpool Rd and LGA boundary
Arthur St, Ashfield, between LGA western boundary and Queen St	

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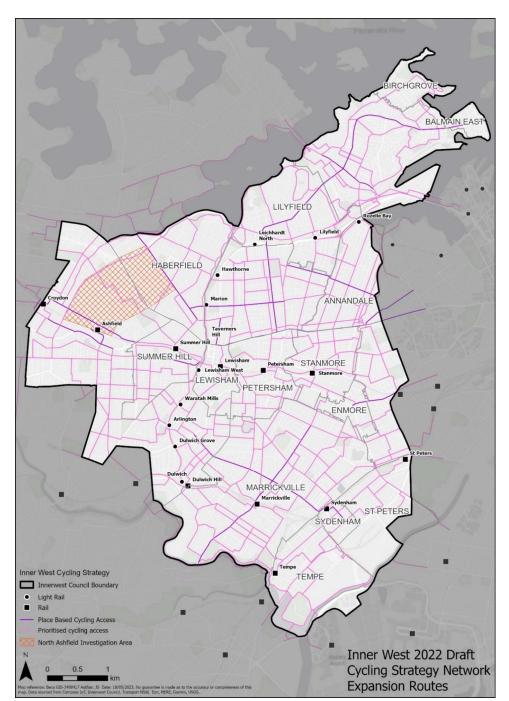


Figure 3.9: Inner West 2022 Draft Cycling Strategy network expansion routes

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Many of the new priority cycling routes traverse through classified roads, mixing cycle and vehicular traffic on existing 50 – 60kph speed limits such as Parramatta Road and Victoria Road.

There are very little existing physically separated bicycle lanes within the Inner West LGA, which causes a significantly higher risk of cyclist conflicts along these high-speed roads. The lack of either low-speed zones and segregation between cyclists and vehicles, as outlined by the Cycleway Design Toolbox (TfNSW, 2020), poses a significant barrier to inexperienced and timid riders in a form of high traffic stress and a real or perceived serious risk of injury or fatality.

3.2.4 Future transport projects

The 2020 Integrated Transport Strategy identified several major transport projects impacting Inner West.

The WestConnex Motorway tunnel project, particularly the M4-M5 link and Rozelle Interchange may redirect above-ground traffic from the north of the Inner West LGA. This will present place-making opportunities such as parklands active transport facilities and enable the revitalisation of Parramatta Road as part of the PRCUTS.

The Sydney South-West Metro will also free up capacity on the T2 Inner West Line, as trains will no longer have to share tracks with the Bankstown Line when converging toward the city stations, enabling more train services to run on this line and carry more capacity for Inner West passengers to and from the city. The proposed cycleway beside the Metro line will also promote increased active transport connectivity within the rail corridor. The proposed West Metro between Parramatta and Sydney CBD Station via Five Dock and the Bays Precinct may attract some passengers from the T1 train line. It is also proposed to pass under Inner West with no stations between Five Dock and the Bays Precinct.

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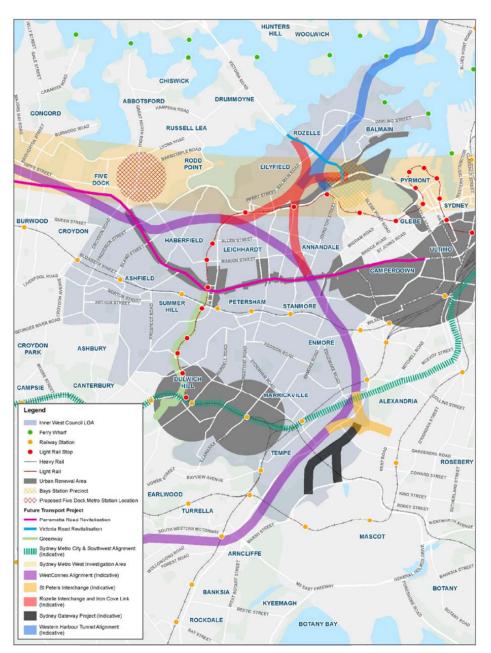


Figure 3.10: Inner West 2020 Integrated Transport Strategy - Key planning transport projects

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3.3 Speed limits

3.3.1 Current Speed Limits

The current nominal speed limit within the Inner West is the national standard of 50km/h.

Motorways running through the Inner West LGA typically have speed limits above 60km/h, such as the A4 City West Link at 70km/h and the M4 underground motorway at 80km/h.

Most state roads within the Inner West post a 60km/h speed limit, as well as a select number of regional roads. Some state roads have reduced speed limits such as Old Canterbury Road at 50km/h and Enmore Road and King Street at 40km/h as of 2021.

Regional Roads within the Inner West are typically posted with a 50km/h speed limit. Roads posted with a 60km/h speed limit include Frazer Street, Marrickville Road, Victoria Road, Crystal Street, Edgeware Road and part of Enmore Road.

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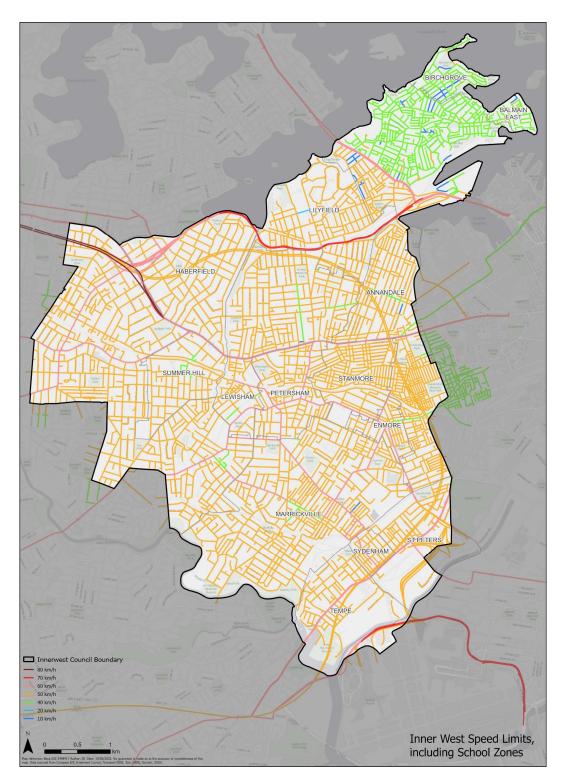


Figure 3.11: Inner West Speed Limits, including school zones

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Exis ing and Future Conditions

Currently, the only 40km/h speed limit roads lie within the Balmain Peninsula, School Zones and HPAAs (shown in green in Figure 3.10). Along HPAAs, the 40km/h protection generally only covers a single main strip of road and does not extend into its abutting connections. The existing permanent low speed zones within the Inner West LGA are identified as:

- 1. Balmain peninsula
- 2. Leichhardt town centre, along Norton Street
- 3. Booth Street town centre, Annandale
- 4. Styles Street, Leichhardt
- 5. Marrickville town centre, along Marrickville Road & Illawarra Road
- 6. Dulwich Hill town centre, along Marrickville Road
- 7. Newtown town centre, along Enmore Road & King Street
- 8. Summer Hill town centre, along Lackey Street and Smith Street
- 9. Pyrmont Bridge Road
- 3.3.2 Recent Speed Limit Reductions on State Roads

In recent years, several state roads within the Inner West have been rezoned to lower speeds in response to safety concerns.

Frederick Street

Frederick Street in Ashfield is a state road that has one lane of travel in each direction connecting two arterial roads, A22 Hume Highway and A44 Parramatta Road. It experiences a moderately high volume of traffic throughout the day.

As a result of a fatal pedestrian crash along a marked pedestrian crossing, in April 2022, Transport for NSW received a petition from local residents with 1,600 signatures requesting the intersection at Frederick Street and John Street be signalised.

As a result of a road safety review and community consultation, TfNSW has decided to reduce the speed limit on Frederick Street and Milton Street, between Parramatta Road and Georges River Road from 60km/h

to 50km/h. The speed reduction has been acknowledged by TfNSW to improve road safety for all road users, reduce the level of noise experienced by adjacent properties, and will increase safe crossing opportunities across Frederick Street.

Enmore Road & King Street

As part of the TfNSW's Newtown Speed Zone project, the 50km/h speed limit state roads including Enmore Road, King Street, Erskineville Road, and part of the 60km/h Princes Highway have had their speed limits reduced to 40km/h. The speed zone recommendation was based on crash history, traffic characteristics and roadside environment.

Key benefits recognised by TfNSW include improved road safety, improved pedestrian safety, safer access and enjoyment of the urban village atmosphere and local amenities, and reduced crash incidents.



Figure 3.13: Newtown Speed Zone Project extents





Figure 3.12: Frederick Street Speed Reduction (source: Frederick Street Ashfield safety upgrade - Consultation Report December 2022)



Safety analysis

4 Safety analysis

4.1 Data collection

To identify the trends in vehicle speeds in the Inner West, a range of private, and public-source data was collated, including:

- NSW Open Data Hub:
 - Road Segment Data
 - NSW Crash Data (2016 2020)
 - Sydney Public Transport Network
- Inner West Council:
 - Cycling Routes
 - Land Use Zoning
- Compass IOT:
 - Near Miss Data (2020-2022)
 - Vehicle Speed Data (month of March 2022)

Limitations to the data collected include:

- NSW Open Data Hub
 - The latest crash data set at the time of analysis was only available up to the five-year period of 2016 2020.
- Inner West Council:
 - The updated Cycling Strategy Routes at the time of analysis was in a draft format and was indicatively converted into a GIS compatible format.
 - Beyond land use zones, there is limited information on areas of vulnerable users such as aged-care facilities, local playgrounds and childcare centres.
- Compass IOT:
 - Compass IOT utilises Cloud Connected Vehicles to generate and process data. As such, the speed
 and near miss data is limited to vehicles produced from 2014 onward, for a range of partnered vehicle
 manufacturers.
 - Vehicle speed data was derived from the time a vehicle took to travel an entire segment, and not the instantaneous top speed achieved.
 - A further limitation of this is that start-stop traffic and sudden brief accelerations to high speeds would be captured as low speeds overall. However, this could be considered as unusual aggressive driver behaviour and not a product of the road environment.
 - Compass IOT integrates Open Street Map into their backend, and as such, the vehicle speed data was bound to Open Street Map's road segment line geometries, which differs from the NSW Open Data's road segment data.

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Safety analysis

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4.2 Data analysis

The following section aims to identify the relationship between traffic speeds and vehicle behaviour and safety outcomes.

4.2.1 Speeds

With Compass IOT, 85th percentile speeds were recorded for the month of March 2022 for all road segments within the Inner West boundary, shown in Figure 4.1. The 85th percentile speed is defined as the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point when their speed choice is not constrained by vehicles in front of them.

A comparison of the 85th percentile speeds and previous speed tube data is provided in Appendix C.

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Safety analysis

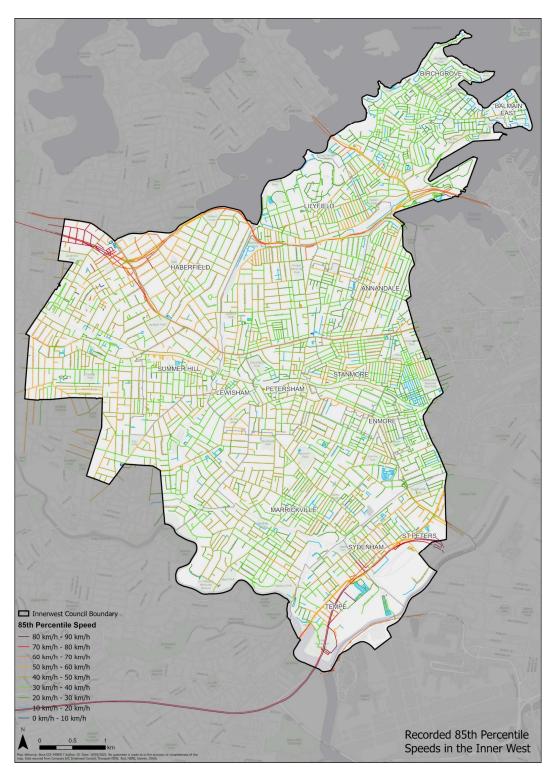


Figure 4.1: Recorded 85th Percentile Speeds in the Inner West

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Figure 4.2: Distribution of Road Segments with 85th percentile speeds below 40km/h

85th Percentile Vehicle Speeds along Road Segment Speed Limits

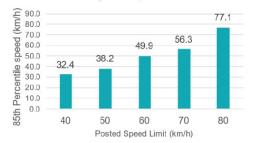


Figure 4.3: Average recorded 85th percentile speeds across posted speed limits

As shown in the map and in Figure 4.2, 59.4% of the local road segments in the Inner West were recorded to already travel at or below 40km/h. This indicates that for the majority of the roads in the Inner West, resignposting the local speed limit to 40km/h is a correction which reflects the existing environmental conditions which self-enforce lower speeds. This results in an average 85th percentile speed of 38.2km/h on roads with a 50kmh speed limit as shown in Figure 4.3. Despite the 10kph difference between a posted 40km/h zone and 50km/h zone, there is only 5.8kph increase in recorded travel speeds. This indicates that journey times could be less negatively impacted by speed zone reductions at the local road level, which is discussed in section 5.3.

Recorded 85th percentile speeds were averaged across the Inner West suburbs as shown in Figure 4.4. Even when excluding the three suburbs in the Balmain Peninsula, the majority of suburbs in the Inner West are already traversing below 40kph on the average road segment, which could be attributed to traffic congestion, short roads limiting the ability of vehicles to sustain the 50km/h speed limit, or general pedestrian, road and environmental conditions.

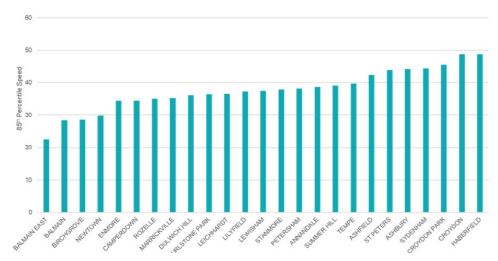


Figure 4.4: 85th Percentile Speeds of Inner West suburbs

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4.2.2 Crashes & Near Misses

Near Misses are data points where connected vehicles experience statistically significant G-forces via violent braking, swerving, or a combination of both. Near Misses exclude real crash events and are intended to supplement crash data as proactive indicators of potentially high-risk intersections or road alignments across the transport network.

The near miss data generally correlates well with crash statistics for the Inner West, although there are a few local roads which have been shown to have near misses but no or few recorded crashes.

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Safety analysis

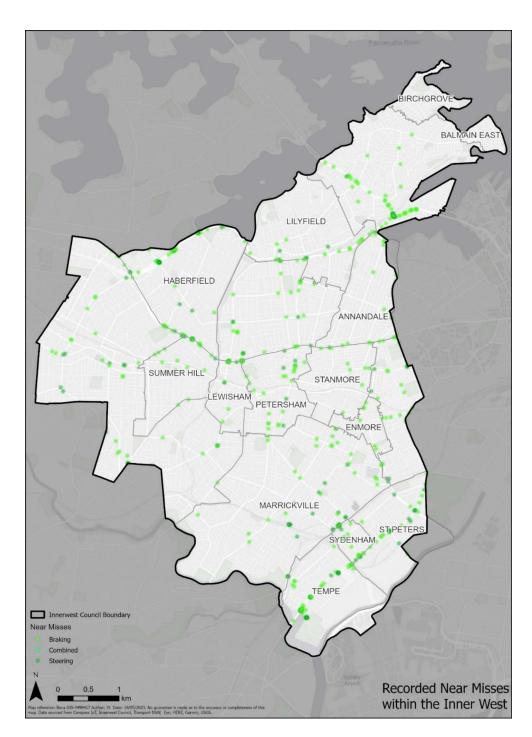


Figure 4.5: Recorded Near Misses within the Inner West

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The following figures display the 2016-2020 recorded crash datapoints within the Inner West LGA. Figure 4.6 shows all 2708 vehicular crashes, while Figure 4.7 shows the 479 crashes affecting pedestrian and cyclists, which comprises of 17.6% of all crashes within this period.

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Safety analysis

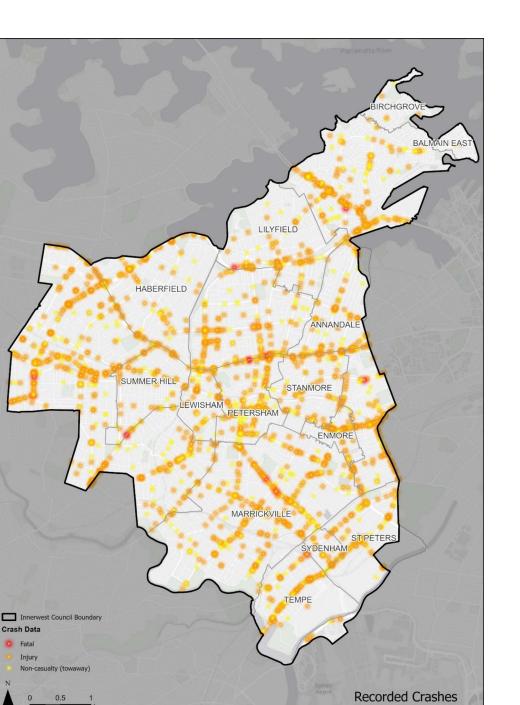


Figure 4.6: Recorded Crashes within the Inner West (2016-2020)

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InnerWest@40 Strategy 3498417-949788989-332 23 June 2023 27

within the Inner West



Safety analysis

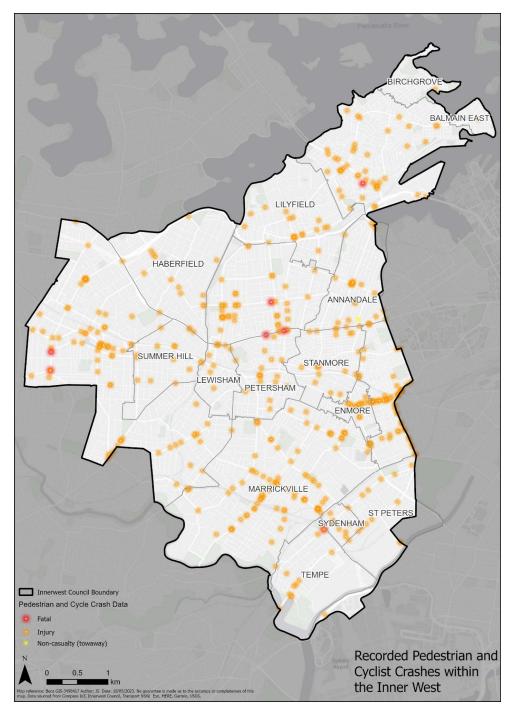


Figure 4.7: Recorded Pedestrian and Cyclist Crashes within the Inner West (2016-2020)

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Safety analysis

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4.2.3 Crash Location Vicinities

Crashes within the Inner West LGA were mapped against various catchments of potential vulnerable users, shown in Figure 4.8..

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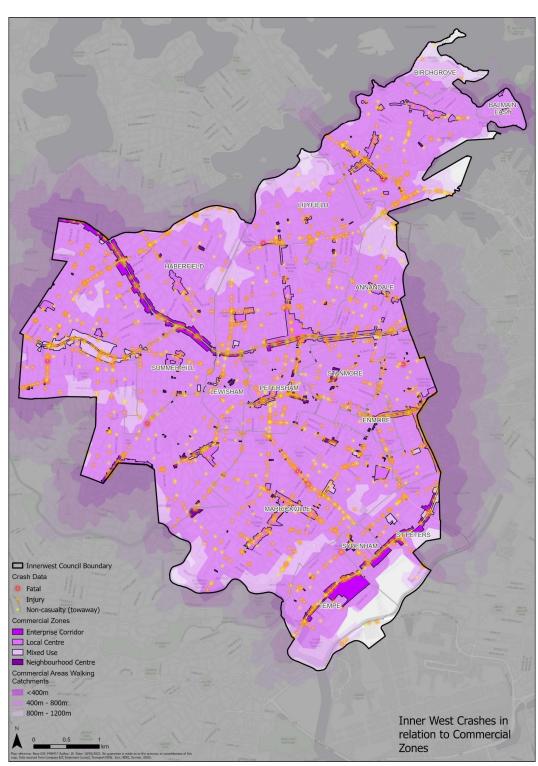


Figure 4.8: Inner West Crashes in relation to Commercial Zones

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Safety analysis

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The Inner West has a dense distribution of commercial areas, where 90.30% of IWC road segments are within 400m of a commercial zone. As a result, 97.27% of all crashes occur within 400m of a commercial zone and 97.86% of pedestrian crashes occur within 400m of a commercial zone.

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Safety analysis

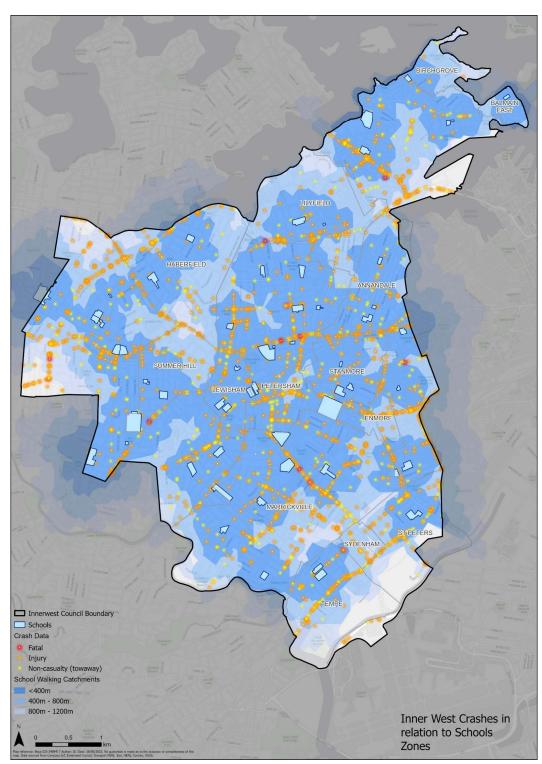
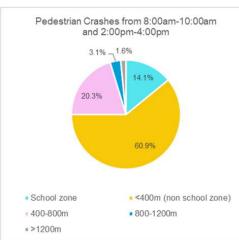


Figure 4.9: Inner West Crashes in relation to School Zones

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From the 2016-2020 crash statistics, 7.87% of all crashes occurred within a school zone. Of all crashes that occur within a school zone, 18.31% of which occurred while the school zone was active.

10:00am and 2:00pm-4:00pm, 14.1% occurred within a school zone. For crashes occurring within 400m of a school, this significantly increases to a total of 75.0%.

near the active school zone times at 8:00am-

Shown in Figure 4.10, for pedestrian-related crashes

This high proportion may be attributed to a larger catchment size, but it indicates that the lower-speed zone is of insufficient area, and it is warranted to extend the area of protection to vulnerable users to truly provide effective coverage.

Figure 4.10: Crash proximity to schools

4.2.4 Speed and Crashes

Crash history of road segments were analysed in relation to its 85th percentile speed data. Figure 4.11 displays a comparison of measured speeds in relation to the posted speed limit across roads with varying recorded crash history.

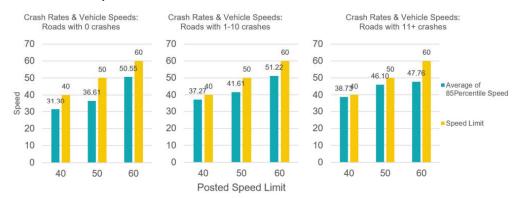


Figure 4.11: Road Segment crash history and vehicle speeds

There is a correlation where, on average, road segments with a higher number of crashes tend to have vehicles travelling closer to the speed limit. This is most evident looking at roads with a 50km/h speed limit where there are significant speed differences of 5km/h on roads with low crash rates and roads with higher crash rates.

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Safety analysis ~30km/h (25-35) ~50km/h (45-55) ~40km/h (35-45) 0.67% 0.00% 0.15% 13.86% 6.23% 39.42 42.47 47.25 18 26% 22 40% 23 70% 18.26% 21.12% 23.52% Total No. Non-Injury Total No. Non-Injury Total No. Non-Injury Total No. minor-other injured Total No. minor-other injured Total No. minor-other injured Total No. moderately injured Total No. moderately injured Total No. moderately injured Total No. seriously injured Total No. seriously injured Total No. seriously injured ■Total No. killed ■ Total No. killed Total No. killed

Figure 4.12: Crash Severity in relation to 85th percentile speeds

Figure 4.12 compares the measured 85th percentile speed on roads in the Inner West against crash severity. Injury-causing accidents increase with the increase in 85th percentile vehicle speeds, which is clear by the steady decrease in non-injury crashes. Furthermore, there are zero fatalities caused by crashes travelling along road segments with recorded speeds of ~30km/h, which are typically seen on roads with a 40km/h posted speed limit.

Because of the 2014 red-tape reduction initiative by NSW Police, non-injury and/or non-hazard-causing crashes are no longer recorded and attended by police, which may have skewed the crash data which was obtained for the period of 2016-2020 onward, where a much larger percentage of non-injury crashes may have been expected at lower speed road segments.

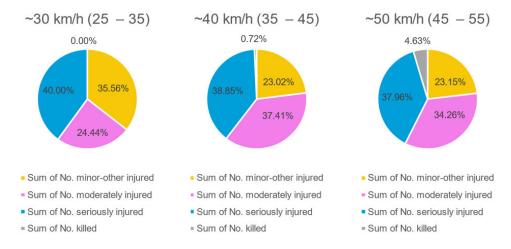


Figure 4.13: Pedestrian Crash severity in relation to 85th percentile speeds

Filtering on Pedestrian crashes for recorded speeds in Figure 4.13, there are zero non-injury accidents reported and for clarity, are hence not displayed. The share of minor injury decreases by 12.54% and the risk of moderate injury increases by 12.97% on roads where vehicles are travelling more than 30km/h. As previously mentioned, there are also zero pedestrian fatalities reported on roads where vehicles were recorded with a near 30km/h 85th percentile speed. This could suggest that the risk of non-minor injury would





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only be sufficiently reduced when vehicle speeds are reduced to as low as 30km/h which, as was previously shown in Figure 4.3, is mostly experienced in 40km/h speed limit zones.

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Potential Benefits and Impacts

5 Potential Benefits and Impacts

5.1 Road Safety Impacts

A 2010 Austroads technical report AP-T151/10 - Road Safety Engineering Risk Assessment Part 6: Crash Reduction Factors details the following summarised crash reduction factors for speed reductions.

Table 5.1: AP-T151/10 Summarised estimated crash reduction for each issue

Issue ref	Issue	Environment type	% Reduction	Confidence
1	Speed – change in speed	60 to 50km/h	20%	Medium
2	limit and change in speed	All reductions in speed limit	15%	Medium
3	Speed – change in operating speed	Change in operating speed and effect on safety	$1 - \left(\frac{Speeda}{Speedb}\right)^2$	Medium

The technical report provides further details into issue #3 from Table 5.1, finding that the results of the literature examined supports the Power model developed by Nilsson (2004) as cited in AP-T151-10.

The Power Model is described as follows:

$$1 - \left(\frac{Speeda}{Speedb}\right)^{Sev}$$

Where:

Speeda = mean speed after

Speedb = mean speed before.

Sev is a constant based on the crash severity as follows in Table 5.2.

Table 5.2: Mutually exclusive severity values for Nilsson's Power Model

Severity	Sev value
Fatalities	4.5
Seriously injured	3
Moderately injured	2.25*
Slightly injured	1.5
All injuries	2.7
Fatal accidents	3.6
Serious accidents	2.4
Moderate accidents	1.8*
Slight accidents	1.2
All accidents	2
Property only	1

* Moderate severity values are not specified and thus linearly interpolated

As per Issue 1 & 2 of Table 5.1, AP-T151/10 generalises an overall 20% reduction in crashes for a speed limit reduction from 60km/h to 50km/h, and a 15% crash reduction for all other speed reductions. In absence of 20km/h speed reduction parameters, where recommended posted speeds are reduced from 60km/h to 40km/h, the relation between speed limit reductions and travel speed reductions were generalised to be linear.



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Sensitivity: General

Potential Benefits and Impacts

Existing mean speeds across different speed limits were extracted for posted 50km/h and 60km/h roads from the CIOT data. Sensitivity testing was conducted to determine an estimated post-speed limit reduction in travel speed utilising the general *Sev* constant of 2 as stated in previously Table 5.2. The results are shown below in Table 5.3.

Table 5.3: Estimated Travel Speed Reductions from Reduced Speed Limits, calculated from

Original Speed Limit	Measured Mean Speed	New Speed Limit	Crash Reduction % Target	Calculated Travel Speed Reduction	New Mean Speed
50 km/h	25.1	40 km/h	15%	-2.0 km/h	23.1 km/h
60 km/h	35.3	50 km/h	20%	-3.8 km/h	31.5 km/h
60 km/h	35.3	40 km/h	-	-7.6 km/h	27.7 km/h

The new mean speeds were applied to Nilsson's Power Model and the following high level crash reduction figures were produced:

Speed Reduction of 50km/h roads

Table 5.4 and Table 5.5 outline the calculated crash reduction impacts of speed reductions on local 50km/h roads. The benefits of which will be realised in the reduction of the posted 50km/h speed limit down to 40km/h.

Table 5.4: Crash Reductions of reduced nominal speeds from 50km/h to 40km/h

Crash Severity	Average Number of Crashes per year (50km/h Roads) (2016 – 2020)	% Reduction in Crashes	Savings in crashes (per year)
Fatal	0.8	26%	0.2
Serious Injury	45.4	18%	8.2
Moderate Injury	60.2	14%	8.4
Minor/Other Injury	41.0	9%	3.9
Non-casualty (towaway)	70.0	8%	5.6
Total	217.4	12%	26.2

Table 5.5: Injury Reductions of reduced nominal speeds from 50km/h to 40km/h

Injury Severity	Average Number of Injuries per year (50km/h Roads) (2016 – 2020)	% Reduction in Injuries	Savings in Injuries (per year)
Fatal	0.8	31%	0.2
Serious Injury	46.6	22%	10.3
Moderate Injury	68.6	17%	11.7
Minor/Other Injury	57.4	12%	6.7
Total	173.4	17%	28.9

Speed Reduction of 60km/h roads

As for state and regional roads,

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Sensitivity: General

Potential Benefits and Impacts

Table 5.6 and Table 5.7 outline the calculated crash reduction impacts of speed reductions from 60km/h to 40km/h along classified roads. The larger 20km/h speed reduction would consequently produce much greater reductions in crashes and injuries.

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Potential Benefits and Impacts

Table 5.6: Crash Reductions of reduced posted speeds from 60km/h to 40km/h

Crash Severity	Average Number of Crashes per year (60km/h Roads) (2016 – 2020)	% Reduction in Crashes	Savings in Crashes (per year)
Fatal	1.6	58%	0.9
Serious Injury	43.4	44%	19.1
Moderate Injury	81.2	35%	28.7
Minor/Other Injury	77.2	25%	19.4
Non-casualty (towaway)	62.8	21%	13.5
Total	266.2	31%	81.6

Table 5.7: Injury Reductions of reduced posted speeds from 60km/h to 40km/h

Injury Severity	Average Number of Injuries per year (60km/h Roads) (2016 – 2020)	% Reduction in Crashes	Savings in Injuries (per year)
Fatal	1.8	<mark>66</mark> %	1.2
Serious Injury	46.4	52%	23.9
Moderate Injury	93.8	42%	39.4
Minor/Other Injury	101.4	30%	30.9
Total	243.4	39%	95.4

The tables calculate a very significant reduction in injuries and crashes from both posted speed limits of 50km/h and 60km/h. Potentially, a combined average of 417 injuries a year may be reduced to 293 a year (overall reduction of 30%), and a combined average of 2.6 fatalities a year may be reduced to 1.2 fatalities a year. It is evident that the Inner West LGA-wide speed reduction strategy would be a key contributor to the Towards Zero initiative.

5.2 Potential crash cost benefit

Significant crash cost benefits may be realised from the InnerWest@40 speed reduction. As a high-level estimate, Table 5.8 presents the potential cost savings should the above reductions in crash numbers and severity be realised. Crash costs were extracted from the 2022 Transport for NSW Economic Parameter Values inclusive WTP costs per crash.

Crash Severity	Average Number of Crashes per year (50km/h Roads) (2016 – 2020)	Savings in Crashes from reducing 50km/h to 40km/h (per year)	Average Crash Cost	Crash Cost savings (per year)
Fatal	0.8	0.2	\$8,195,127	\$1,694,007
Serious Injury	45.4	8.2	\$534,378	\$4,383,514
Moderate Injury*	60.2	8.4	\$89,901	\$751,354
Minor/Other Injury	41	3.9	\$82,621	\$321,263
Non-casualty (towaway)	70	5.6	\$10,923	\$60,925
Total	217.4	26.2		\$7,211,063
Crash Severity	Average Number of Crashes per year (60km/h Roads) (2016 – 2020)	Savings in Crashes from reducing 60km/h to 40km/h (per year)	Average Crash Cost	Crash Cost savings (per year)
Fatal	1.6	0.9	\$8,195,127	\$7,623,118
Serious Injury	43.4	19.1	\$534,378	\$10,213,605

Table 5.8: Cost benefit of crash reductions from 40km/h speed reductions

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Moderate Injury*	81.2	28.7	\$89,901	\$2,576,801
Minor/Other Injury	77.2	19.4	\$82,621	\$1,606,904
Non-casualty (towaway)	62.8	13.5	\$10,923	\$147,381
Total	266.2	81.6		\$22,167,809
Grand Total	483.8	175.39	-	\$29,378,872

From reducing speeds to 40km/h on local 50km/h streets alone, the Inner West may experience an estimated \$7,211,063 per year in savings from crash and injury costs. If the initiative were expanded to all 60km/h classified roads there could be an additional estimated \$22,167,809 in savings, amounting to a total of \$29,378,872 per year in savings within the Inner West from reductions in road trauma and property damage.

5.3 Travel Time Impacts

The speed limit reduction is expected to have a minimal impact on the overall vehicle travel times during both peak and off-peak periods as delays to driving mostly occur while vehicles are at intersections, undertaking turning manoeuvres and due to congestion and parking.

Route analysis was performed in ArcGIS where the maximum vehicle speed was limited to 40km/h during the morning peak hour and the weekend morning off-peak. The traffic data utilised in the ArcGIS analysis is sourced from the 'HERE' traffic and gps location data platform.

Routes were arbitrarily chosen across the Inner West, covering a mix of suburbs and between areas of significance, where train stations were used as abstract destinations to represent the general suburb. The results are shown in Figure 5.1 and detailed in Table 5.9 and Table 5.10.

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Potential Benefits and Impacts

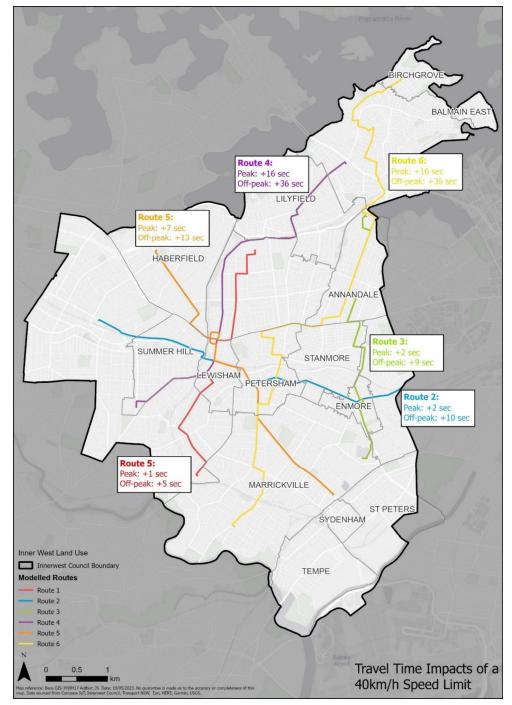


Figure 5.1: Travel Time impacts of a 40km/h speed limit

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Potential Benefits and Impacts

Table 5.9: Peak Hour Travel Time impacts of a 40km/h speed limit

Peak H	Peak Hour Route Travel Times							
Route	Start	End	Route Distance (km)	Travel Duration Peak	Travel Duration Peak @40km/hr	Additional travel time @ 40km/hr	Percentage Increase	
1	Leichhardt North Light Rail Station	Dulwich Hill Train Station	4.76	11min 02sec	11min 03sec	1 sec	0.15%	
2	Ashfield Train Station	Newtown Train Station	5.65	13min 46sec	13min 48sec	2 sec	0.24%	
3	Rozelle Bay Light Rail Station	Marrickville Metro, Marrickville	5.00	11min 38sec	11min 40sec	2 sec	0.29%	
4	688 Darling St, Rozelle	Trinity Grammar School, Summer Hill	6.50	11min 51sec	12min 17sec	26 sec	3.66%	
5	217 Ramsay St, Haberfield	Sydenham Train Station	5.95	15min 33sec	15min 40sec	7 sec	0.75%	
6	20 Cove St, Birchgrove	8 Cary St, Marrickville South	10.93	24min 38sec	25min 04sec	16 sec	1.08%	

Table 5.10: Off-Peak Hour Travel Time impacts of 40km/h speed limit

Weeke	Weekend Off Peak Route Travel Times							
Route	Start	End	Route Distance (km)	Travel Duration	Travel Duration @ 40km/hr	Additional travel time @ 40km/hr	Percentage Increase	
1	Leichhardt North Light Rail Station	Dulwich Hill Train Station	4.76	09min 53sec	09min 58sec	5 sec	0.84%	
2	Ashfield Train Station	Newtown Train Station	5.65	11min 45sec	11min 55sec	10 sec	1.42%	
3	Rozelle Bay Light Rail Station	Marrickville Metro, Marrickville	5.00	11min 04sec	11min 13sec	9 sec	1.36%	
4	688 Darling St, Rozelle	Trinity Grammar School, Summer Hill	6.50	11min 35sec	12min 12sec	37 sec	5.32%	
5	217 Ramsay St, Haberfield	Sydenham Train Station	5.95	13min 23sec	13min 35sec	13 sec	1.62%	
6	20 Cove St, Birchgrove	8 Cary St, Marrickville South	10.93	22min 37sec	23min 13sec	36 sec	2.65%	

During the peak hour, a maximum 40km/h travel speed on the worst affected route #4 resulted in a 3.66% increase in travel time, amounting to an absolute increase in travel time of just 26 seconds. For the longest analysed route #6 from Birchgrove to Marrickville south, the 10.93km trip only resulted in a 16 second travel time increase for the user. Other routes analysed had almost negligible increases in travel times of less than 1%.

During the weekend off peak period, the worst affected route #4 experienced a 5.32% increase in travel time, resulting in only a 37 second increase, while the longest route #6 experienced a 36 second increase in travel time. Even during off-peak periods, there is generally an insignificant increase in travel times of less than 40 seconds, and less than 10 seconds for the shorter routes.

This supports the consensus of low-speed studies that the major contribution to travel time is congestion and stop-start manoeuvres, which is especially relevant during the peak hour analysis.





Proposed lower speed limits

6 Proposed lower speed limits

6.1 Proposed speed limits

With the introduction of speed reductions, it is important for speed zoning to be consistent, predictable and legible. Current speed limit inconsistencies across the Inner West LGA makes it difficult for all road users to navigate, creates unnecessary acceleration and deceleration, and is more difficult to legally adhere to. Speed limit consistencies also contributes to the need for additional road signs, speed treatments, and creates inconsistent streetscapes which impacts visual clutter.

This study investigated the potential for reducing posted speed limits across the entire Inner West LGA. However, reflecting that responsibility for the roads is shared between Inner West Council and TfNSW, the following strategy to apply lower posted speeds is proposed:

- All Local Roads, which are managed and maintained by Council, are nominated to have a posted speed of 40km/h
- All Regional Roads, which are funded by TfNSW but managed and maintained by Council, are nominated to have a posted speed of 50km/h, with further reduction to 40km/h to be proposed in the long term.
- All State Roads, managed and maintained by TfNSW, are to remain at their existing speed limits.
- School zones and existing 40km/h areas will retain their signage to maintain road user vigilance in these
 areas.

The rationale for this approach is that as Council has responsibility for Local and Regional Roads, it has the ability to monitor impacts of this change and to enact and changes required to address any network performance issues which may emerge. These roads are also within Council's remit in terms of serving the Inner West community and implementing their Integrated Transport Strategy.

For State Roads, they serve a different function to Local and Regional Roads, largely facilitating through movement across the LGA, therefore any changes to speeds along these roads has a more pronounced network impact across Greater Sydney.

Existing 40km/h zones, which could become part of a much wider 40km/h zone, do need special attention due to the increased activity amongst vulnerable roads users, particularly at school arrival and departure times.

Part of the safe system approach and setting safe speeds involves matching the speed zoning to the road conditions, thus reflecting the road safety risk to the road users. Consistently zoning all local roads with a 40km/h speed limit will also fill current 50km/h gaps between existing 40km/h corridors such as on Styles Street between Norton Street and Mackenzie Street, and on Booth Street between Nelson Street and Wigram Road.

Due to the scale and extent of the Inner West LGA, the uncertain impact of implementing large scale lower speed zones and the potential for community and stakeholder concerns, a staged implementation approach of lower speed zones could be adopted. This is discussed further in Section 7 of this report.

In addition to enforcement via signposting, threshold treatment, traffic-calming and landscaping will need to be considered to increase conformity with the new speed limits. Although costly, this is of particular importance to safely integrate lower speeds near state roads and along high-traffic regional roads. Implementation would require extensive consultation over perennial timeframes.

The proposed speed limits on an LGA-wide basis are mapped below in Figure 6.1.



Sensitivity: General

Proposed lower speed limits

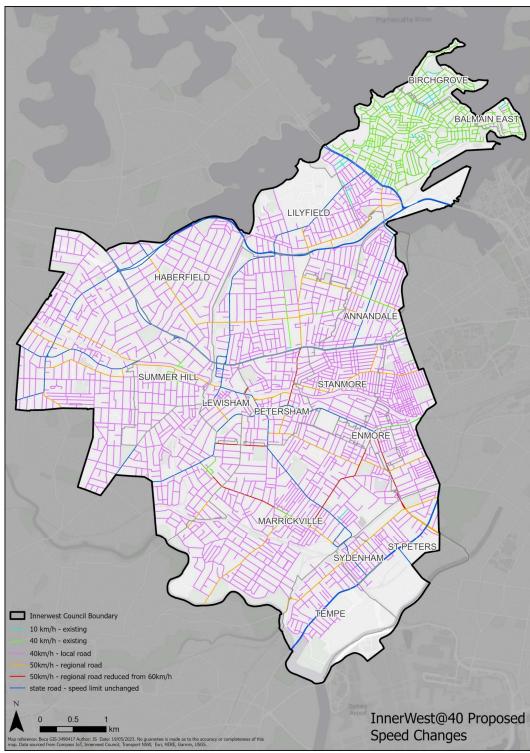


Figure 6.1: InnerWest@40 Proposed speed change

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Proposed lower speed limits

6.2 Further Speed Limit Considerations

Beyond the scope horizon of InnerWest@40, additional speed reductions should be considered and further investigated to truly realise the researched benefits of low speeds and achieve the 'Towards Zero' vision.

- State Roads are corridors which involve both high speeds, high traffic volumes, and high crash rates. Speed reductions for State Roads from 60km/h to 50km/h could be investigated as a long-term consideration. As discussed in Section 3.3.2, TfNSW has actively reduced the speed limit of high-risk state roads in recent years and further strides for additional speed limit reductions along other state roads are recommended.
- Victoria Road, between Terry Street and Robert Street, will undergo a transformation to become a more place-focussed and less movement-focussed corridor as a result of the underground bypass as part of the Rozelle Interchange. There is an opportunity to reduce its speed limit from 60km/h to 50km/h to facilitate this transformation and encourage a better place-based outcome for Victoria Road.
- The City West Link is currently inconsistently zoned with a 70km/h speed limit through Lilyfield but lowered to a 60km/h speed limit outside of the Inner West boundary. There is opportunity to consider consistently zoning the City West Link with a 60km/h speed limit in interest of better road safety, street predictability, and to limit the speed disparity between its abutting lower speed roads.
- A formalised 20km/h speed limit for rear access lanes may be considered in the long term. This facilitates a safe environment for mixed pedestrian, cyclist, and vehicle movements in narrow roads where there are deficiencies in pedestrian provisions, as identified by the pedestrian route audit conducted by the Inner West Pedestrian Access Mobility Plan.

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Priori isation for Implementation

7 Prioritisation for Implementation

7.1 Aim

To inform a staged rollout of the 40km/h speed limit, road segments were scored based on a multi criteria assessment (MCA) for prioritisation of the IW@40 strategy. These scored road segments were then mapped, and zones within the Inner West LGA will be assessed as short, medium, or long-term priority areas.

The MCA aimed to capture priority roads based on criteria including:

- Level of pedestrian and cycle activity using existing and future land uses (as discussed in section 3)
- Proximity of amenities used by residents including vulnerable road users, such as commercial centres, green space, schools, hospitals, etc
- Indicative safety risk, based on concentration of crashes and near misses.

Commercial areas are land zones categorised as 'Enterprise Corridor', 'Local Centre' or 'Neighbourhood Centre'. The high-significance areas outlined by the ECDP and ITS have been extracted and assigned points. Scores for the other remaining commercial areas and public transit stations have also been assigned.

Schools, hospitals were similarly extracted from land zoning as well as the cycle routes to assess the catchment of vulnerable users.

Furthermore, the Sydney Green Grid is a network of high-quality green space that connects town centres, public transport hubs, and major residential areas. Prioritising areas around the green grid facilitates safety of pedestrian and cyclist journeys to and from the green corridors, improving connectivity and ease of accessibility.

7.2 Multi Criteria Assessment Parameters

Table 7.1 and Table 7.2 detail the parameters of the Multi Criteria Assessment. For each road segment, the points were then summed to give a final score, which is mapped in the following section.

Parameter	Value	Points		
Recorded crashes along a road segment (per crash)	Fatal crashes	10		
	Serious injury crashes	8		
	Pedestrian crashes	10		
	Cyclist crashes	10		
	Major injury crashes	6		
	Minor injury crashes	2		
	Other crashes	1		
Near Misses (each)	Near Miss	1		
Pedestrian activity generators	Commercial	see Table 7.2		
Cycle Route	Primary Route	6		
	Local Route (higher priority)	4		
	Local Route	2		
	Other	1		

Table 7.1: Multi Criteria Assessment Parameters

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Priori isation for Implementation

Parameter	Value	Points
Proximity to vulnerable road users (schools & hospitals)	< 400m	10
	Within 400-800m	5
	Within 800-1,200m	2
	Over 1,200m	0

Table 7.2: Multi Criteria Assessment Parameters of High Significance Areas

Parameter	Value	Points		
		<400m	<800m	<1200m
Eastern City District Plan				
Local Centre identified by the ECDP with a mass transit stop, and an 800m walking catchment.	Ashfield Station	20	10	5
	Summer Hill Station			
	Newtown Station			
	Marrickville Station			
Local Centre identified by the ECDP, with a 400m walking catchment.	Leichhardt, Norton Street	10	5	2
	Leichhardt Marketplace, Marion Street			
	Marrickville Metro, Smidmore Street			
	Rozelle, Darling Street			
	Balmain, Darling Street			
	Five Dock, Great North Road			
Other Commercial Zones				
Other Urban Renewal Areas	Dulwich Hill Commercial Centre	10	5	2
Other Train & Light Rail Stations	All stations within the Inner West boundary	6	4	2
Other Commercial Centres	Enterprise Corridors	6	4	2
	Local Centres	6	4	2
	Neighbourhood Centres	4	2	1
Green Grid Zones				
Bankstown to Sydenham Open Space Corridor	Entire Rail Corridor within the Inner West boundary	10	5	2
Inner West Greenway	Light-Rail corridor following the IWC Greenway, from Leichhardt North to Dulwich Hill Station, and to the Cooks River.	10	5	2
Cooks River Open Space Corridor	Entire Cooks River public recreational zone within the Inner West boundary	10	5	2





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Priori isation for Implementation

7.3 Results of the Multi Criteria Assessment

The results of the MCA are mapped below in Figure 7.1. Both detailed road segment scoring and a heatmap visualisation were produced.

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Prioritisation for Implementation

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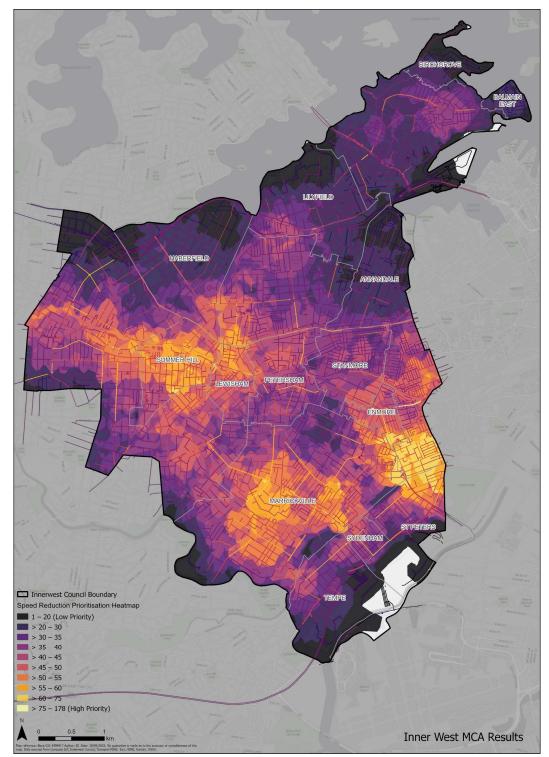


Figure 7.1: Inner west MCA Results

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Priori isation for Implementation

From the results, three major clusters can be observed:

- Ashfield & Summer Hill
- Marrickville
- Enmore & Newtown

These areas encompass major areas of high pedestrian activity, vulnerable users, and areas of high significance as discussed in Section 3.1, while are also scenes of high traffic accidents and injury.

Ashfield & Summer Hill

Primary pedestrian activity areas within this area are the Ashfield and Summer Hill commercial centres which border their associated mass transit stops. Also within this area cluster are vulnerable user attractors - Summer Hill Public School, St Patrick's Catholic Primary School, Ashfield Public School, and The Sydney Private Hospital. The zone also covers the intersection of the light rail and the T1 & T2 train line, where public transit users traverse within the area to crossover from north-south to east-west connections and vice versa. The Ashfield and Summer Hill area will also be centrally located within the GreenWay and will be a key western access point to its green space and active transport area.

Notable risk-prone road segments highlighted by the scoring include Carlton Crescent, Queen Street, Holden Street and Norton Street, all of which have had a significant history of vehicle crashes and were sites of at least one pedestrian crash.

Marrickville

In the south of the Inner West, Marrickville's high-significance commercial centre is a key area of urban renewal and centred on its mass-transit stop. It will also be a major access point to the Sydenham-Bankstown open space corridor which runs along the T3 line that currently services Marrickville Station. The south side of Marrickville also leads towards the Cooks River green grid corridor. Also, within the Marrickville area cluster are many schools including Marrickville High School, Marrickville Public School, and Marrickville West Primary School.

Notable risk-prone road segments highlighted by the scoring include Warren Road, Marrickville Road, Illawarra Road, Carrington Road, Victoria Road, and Livingstone Road all of which have had a significant history of vehicle crashes, with the latter three being identified as Priority Cycling Routes by the draft Inner West Cycling Strategy.

Enmore & Newtown

The commercial centre stretching from Enmore, through Newtown and to St Peters is a high-significance pedestrian activity area adjacent to the latter two suburb's mass transit stops. The south-east residential area has immediate access to Marrickville Metro and is subject to rat running to and from the eastern boundary. Schools near this cluster area include Camdenville Public School, Newtown Public School, Newtown High School of the Performing Arts, and TAFE NSW - Design Centre Enmore.

Notable risk-prone road segments highlighted by the scoring include Enmore Road, King Street, Stanmore Road, Edgeware Road and Alice Street which were among the highest scoring roads in the entire Inner West.

Highest Scoring Road Segments

A sample of the highest scoring road segments and which suburb the particular segment lies in is shown in Table 7.3. Most of the top road segments experience a significant number of traffic volumes & crashes and lie within the three major clusters discussed above. Notably, Enmore Road and King Street were targets for speed reductions as part of the 2021 Newtown 40km/h High Pedestrian Activity Area installation.



Priori isation for Implementation

Road Name	Suburb	Prioritisation Score	Num Crashes within Suburb Segment	Num Pedestrian & Cyclist Crashes	85 th Percentile Speed
Enmore Road	Newtown	278.00	25	11	40km/h
King Street	Newtown	240.00	24	7	38km/h
Stanmore Road	Enmore	205.00	15	8	39km/h
Sydenham Road	Marrickville	199.00	24	3	49km/h
Edgeware Road	Newtown	196.00	14	6	38km/h
Livingstone Road	Marrickville	174.00	14	3	47km/h
Buckley Street	Marrickville	166.00	9	6	49km/h
Norton Street	Ashfield	163.00	17	2	45km/h
Princes Highway	St Peters	157.00	13	4	58km/h
Frederick Street	Ashfield	155.00	15	3	49km/h
Liverpool Road	Ashfield	149.00	11	4	43km/h

Table 7.3: Highest priority scoring road segments from the MCA analysis

7.4 Recommended approach for implementation

As part of the recommended staged roll-out of the InnerWest@40 project, the Inner West LGA was split into 10 areas to be zoned with 40km/h speed limits.

The boundaries were determined using State Roads, as they provide distinct demarcations to clearly zone the separate areas during the staged implementation and would not be subject to the proposed speed reduction. Furthermore, in contrast to a midblock change in speed limit, utilising state roads as boundaries which have differentiating speed limits removes the need to remove newly posted signs once installed if an adjacent area is sign posted to 40km/h afterwards.

Based on the priority scoring, the ten areas were then categorised into four priorities as follows:

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Priori isation for Implementation

- Priority A
- Priority B
- Priority C
- Priority D

The ten areas, shown in Figure 7.2 are described as follows:

- Area 1 Haberfield
- Area 2 Rozelle-Lilyfield
- Area 3 Balmain (existing 40km/h zone)
- Area 4 Leichhardt-Annandale
- Area 5 Stanmore-Petersham
- Area 6 Enmore and Marrickville West
- Area 7 Marrickville and Tempe

- Area 8 Dulwhich Hill South and Marrickville
 East
- Area 9 Dulwich Hill North and Lewisham
- Area 10 Ashfield and Summer Hill West
- Area 10 Outer Ashfield*
- Area 10 Canterbury-Bankstown**

Where Area 10 was further split into the main Ashfield & Summer Hill West area, and:

- *Outer Ashfield An area bordering Burwood Council via local roads that is split from the main zone by the state roads Frederick Street and Milton Street which may have its speed-reduction implemented at a separate date for simplicity of implementation.
- **Canterbury-Bankstown An area outside of the Inner West boundary but may benefit as an additional area of implementation. It would utilise Milton Street, King Street (Ashbury), and Canterbury Road as classified road borders to maintain a consistent application and establish a clearer boundary to the 40km/h speed reduction precinct.

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Prioritisation for Implementation

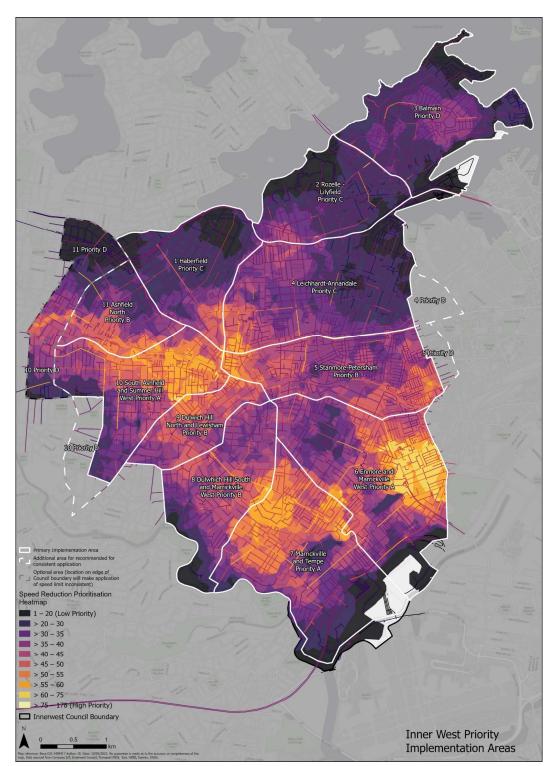


Figure 7.2: Inner West Priority Implementation Areas

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The three 'Priority A' areas captures the three priority clusters previously discussed in Section 7.3. Other areas of high risk and within close vicinity of pedestrian attractions such as Dulwich Hill were matched with 'Priority B', while lower risk areas ended up matching with a Priority C and D. Table 7.4 shows the distribution of safety outcomes between the four categories.

Table 7.4: Share of Safety Outcomes of Priority Areas

Priority Area	Share of Roads	Share of Total Crashes	Share of Pedestrian & Cyclist Crashes	Share of Near Misses	Share of cumulative priority scoring	Roads within Area with an 85 th Percentile Seed \leq 40km/h
Α	31.8%	41.6%	45.5%	43.8%	38.8%	52.5%
В	24.4%	23.1%	23.3%	18.3%	26.7%	63.4%
С	26.6%	23.2%	21.2%	25.1%	21.4%	51.7%
D	17.1%	12.1%	10.1%	12.7%	13.1%	33.3%

For Priority A areas, implementing the speed reduction strategy at these zones which make up only 31.8% of the Inner West's road segments will cover the area responsible for 41.6% of all crashes, 45.5% of all vulnerable user crashes, and 43.8% of near misses within the Inner West. The initial rollout of 40km/h areas here will be of great efficiency in achieving safety outcomes for the Inner West.

Notably for Priority B areas, while hosting a fair share of vehicle and vulnerable user crashes, a 63.4% majority of its road segments recorded an 85th percentile speed of less than 40km/h. This suggests that especially for these areas, the majority of the roads are subject to simple alignment of speed limits to match existing speed conditions.

It is recommended to implement the speed zoning changes in order of priority. For ease of implementation and to avoid inconsistent speed zones in the interim, Area 9 and Area 10 of Dulwich Hill may be bundled with the rollout implementation of Priority A.

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Stakeholder consultation

8 Stakeholder consultation

8.1 External consultation

A stakeholder consultation workshop was hosted, involving participating stakeholders from Inner West Council and TfNSW.

The workshop involved a presentation on:

- Study methodology
- Data analysis (including crash, near miss, speed and land use)
- Insights arising from the analysis
- The study's Multi-Criteria Assessment process

Key Outcomes from the Workshop included:

- Strategy:
- State Roads are not considered for 40km/h speed reductions by TfNSW due to the difficulty in implementation and ability to gain compliance.
- 40km/h zoning will remain as the focus of the InnerWest@40 initiative, with 30km/h not being considered at this stage by TfNSW.
- The InnerWest@40 strategy could be aligned to other key works/projects on the network such as the Community Strategic Plan, Integrated Transport Strategy, Pedestrian Access Mobility Plan, and Cycling Strategy.
- Results of the Analysis:
- Travel speeds, crash rates, crash severity, and vulnerable user involvement are primary building blocks of the evidence base.
- 85th percentile traffic speed data may be verified with sample tube counts at key locations.
- The results of the MCA generally reflect stakeholders' experience of the local area. The levels of vulnerable user activity and susceptibility to road incidents broadly aligns with stakeholder expectations.
- Newtown, Marrickville, and Ashfield are critical centres with high levels of pedestrian volumes which could benefit from further speed reductions to a 30km/h limit.
- Prioritisation and Implementation:
- Speed Limits are required to be well communicated across different road environments to avoid driver confusion.
- Boundaries for lower speed zones should be as simple as possible for people to understand, which will
 aid with compliance. Geographical areas and major roads would aid in communicating these boundaries
 to the public.
- Boundaries are to establish large and consistently speed zoned areas to avoid frequent changes in speed limits.
- In the final implementation of the speed reduction, treatments should include a full range of options not only signage but also traffic calming, landscaping and threshold treatments. This will allow for the safe integration of low speeds along high-traffic roads and near state roads which will have different speed limits.

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Action plan

9 Action plan

9.1 Action plan

Table 9.1Table 9.1presents an indicative action plan to identify all necessary actions required to implement the InnerWest@40 proposal.

Table 9.1: InnerWest@40 Action Plan

ID	Action	Rationale	Responsibility
P1	Develop Strategy for prioritised and staged implementation of lower speed zones	A staged implementation could help proof of concept, get more community support. Spreads funding for project over a longer period	Council
		of time, efficiently targets key areas upfront.	
P2	Communication and consultation with community and key stakeholders on proposition.	Overcome resistance, educate the community on the benefits of lower speed zones, debunk myths associated with lower speeds such as concerns with travel times, delays, congestion and revenue-raising.	Council/ TfNSW
P3	Identification of available sources of funding and discussions with key stakeholders	Ensure funding is available to implement the project. A partial contribution could be extracted from existing council budgets but discussions with stakeholders may be required to externally source much of the design and implementation costs.	Council/ TfNSW
P4	Further investigation into key locations for infrastructure	Investigations into key road areas in need of threshold treatments and traffic calming in addition to signposting and line-marking. In particular, regional and local distributor roads may require supplementary treatments to help conformance with new lower speeds along the road corridor as well as near intersections to higher-speed State Roads.	Council
		Identify barriers to implementation such as existing utilities, physical and environmental barriers, visibility, and conflicts with proposed sign posting locations.	
P5	Develop inventory of existing signs and infrastructure	Develop a database of existing infrastructure which may require removal or amendment to the new speed zones. This will enable accurate detailed costing for planning and development of the business case.	Council
P6	Development of designs for identified key locations for new traffic calming	Detailed designs of important thresholds, traffic calming, road narrowing, and landscaping will ensure compliance of the 40km/h speed reduction. These designs would feed into detailed costing.	Council
P7	Detailed Cost estimates for implementation of lower speed zones	Detailed cost estimates enable development of an accurate business case and application for funding	Council

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Action plan

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P8	Develop Business case	Identification of quantified scheme benefits and provides evidence-based justification for releasing funds from stakeholders.	Council
P9	Application for funding to implement changes	To augment Council budgets to fulfil the implementation by tapping into external funding sources.	Council / TfNSW
P10	Implementation of staged roll out of speed zones	Delivery of Speed Reduction Zoning, carrying out the Inner West's ITS vision to enhance amenity, promote active transport and improve community safety.	Council / TfNSW
P11	Monitoring and evaluation activities post-implementation to measure effectiveness and adherence to lower speed zoning	Gauge the effectiveness of the implementation and enable improved future implementation of other priority zones based on lessons learned. Survey community reaction and feedback to measure benefits and possible changes in levels of support.	Council / TfNSW
P12	Investigation of further speed reductions opportunities	Evaluate positive impacts and community sentiments of speed reductions and look for additional opportunities to implement additional speed reductions. These areas may include State Road sections which pass through residential zones, and further speed reductions to 30km/h as implemented by Manly Council in areas of significant pedestrian attraction and mixed traffic.	Council / TfNSW

Attachment 2

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Implementation and Costs

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10 Implementation and Costs

High level capital cost estimates were performed to inform the implementation of the 40km/h speed reduction staged rollout. As per TfNSW consultation, this solely includes the cost to enforce a 40km/h speed limit via minimal sign posting and line marking. Detailed traffic calming and threshold treatment should be further considered at a later stage.

Required sign posting infrastructure was referenced from the speed zoning guidelines and the existing implementation in the area wide 40km/h zone in the Balmain Peninsula and quantities were calculated on ArcGIS. Due to the lack of information of the speed sign inventory, replacement of existing sign posting infrastructure was not included. The full assumptions may be found in the Basis of Estimate in Appendix B.

For the estimation, four categories of sign posting were identified:

1. Inner West Boundary Signposting

40km/h signs are posted where non-state roads from outside the Inner West adjoin the Inner West boundary to indicate the 40kph LGA-wide local traffic area. The nominal speed limit is required on the other side of the post to indicate the non-Inner West speed limit.

2. Different Speed Junction Signposting

3. Same Speed Junction Signposting

Where all 40km/h roads abut a state road with a different speed limit, a 'gateway' 40km/h sign is posted at the junction on the left side of the minor road. Similar to the Balmain Peninsula, additional signage reflecting the state road's speed limit is not posted.



Figure 10.1: Sample boundary 40km/h signage

A 40km/h sign is posted on a local distributor road where it

abuts a regional road. Both roads would carry the speed limit of 40km/h. To prevent potential road user confusion with the speed limit when turning onto wider and higher capacity distributor roads.

4. Repeater Signs

Repeater signs are posted at indicatively 300m intervals onto regional and local distributor roads to remind road users of the 40km/h speed limit.

Additionally, road pavement marking of the 40km/h speed limit is to be implemented under the following circumstance:

1. Essential Boundary and Junction Road Pavement Marking

At the point of change in speed zone areas, the 40km/h speed limit would be indicated on the road surface. The NSW speed zoning guidelines indicates that this is applicable to all sealed roads that carry substantial traffic volumes. As a highlevel estimate, this pavement marking is applied to all regional and distributor roads which abut a state road, and all roads which cross the Inner West boundary.





Figure 10.2: Sample 40km/h pavement marking



Implementation and Costs

40km/h speed limit pavement markings are also implemented in conjunction with repeater signs along regional roads. This improves compliance with the new speed limit along these roads which would have higher traffic volumes and historically carry a higher risk in crash safety.

3. Optional Road Pavement Marking

Additional 40km/h speed limit pavement markings may also be implemented where all local roads abut a state road due to the point of change in speed zone area. This is not an explicit requirement under NSW speed zoning guidelines.

The indicative sign posting locations are shown in Figure 10.3. Furthermore, it was assumed that each end of any existing 40km/h zone would contain signposting or pavement marking to indicate the end of the 40km/h zone such as HPAAs or specific stretches of road. Replacement of such 'end 40' and '50' signs or '50' speed limit pavement markings have been indicatively factored into this high-level estimate.

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Implementa ion and Costs

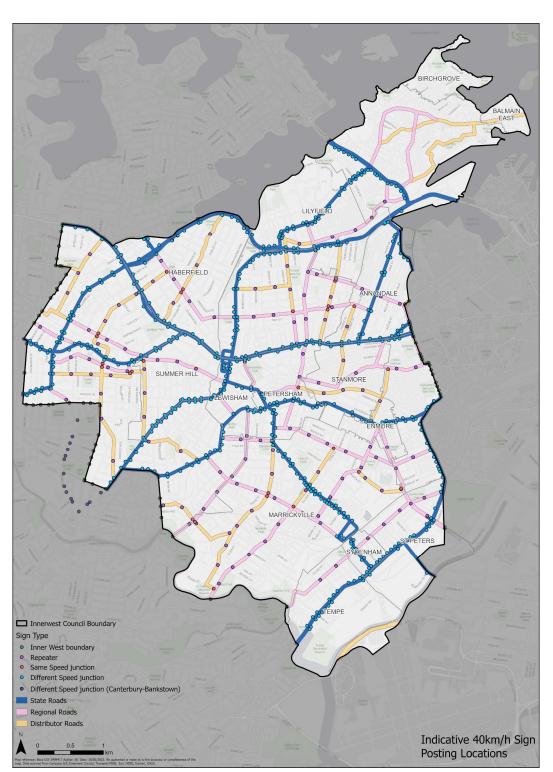


Figure 10.3: Indicative 40km/h sign posting locations

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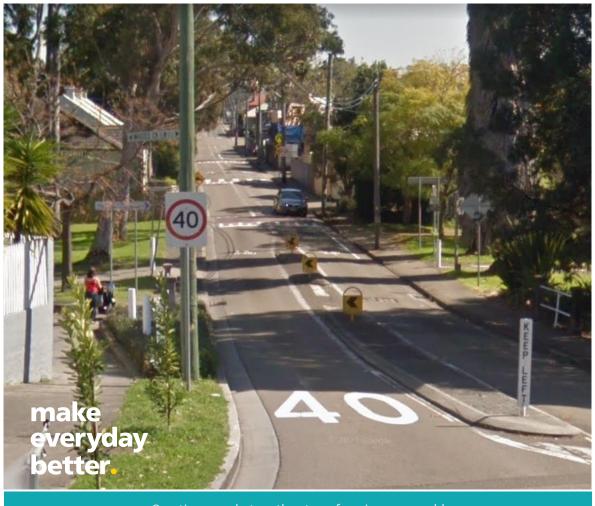
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InnerWest@40

Investigation in Potential Regional and State Road Speed Limit Reductions

Prepared for Inner West Council Prepared by Beca Pty Ltd ABN: 85 004 974 341

15 February 2024



Creative people together transforming our world

Executive Summary

Item 6

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Executive Summary

Revision History

Revision Nº	Prepared By	Description	Date
01	Alex Seip	Draft Report	14/02/2024
02	Alex Seip	Final Report	15/02/2024

Document Acceptance

Action	Name	Signed	Date
Prepared by	Alex Seip	Alex Suip	15/02/2024
Reviewed & Approved by	ShaunPaul Power	Accelle	15/02/2024
on behalf of	Beca Pty Limited		

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Sensitivity: General

Executive Summary

Executive Summary

Inner West Council (IWC) has engaged Beca Pty Ltd (Beca) to prepare a follow on report from the InnerWestCouncil@40 (IWC@40) study with a refined focus on state and regional roads which are under the jurisdiction of Transport for New South Wales (TfNSW). This report documents the various speeds of these TfNSW roads throughout the IWC local government area (LGA). As these roads are assets of Transport for New South Wales (TfNSW) it is understood that any subsequent changes to them will be undertaken by TfNSW.

This report outlines the specific State and Regional roads within the IWC LGA that:

- Either currently exceed 50km/hour
- Contain segments of inconsistent speed zoning, as defined by TfNSW based on minimum distances
- Inconsistent speed zoning around high pedestrian activity areas (HPAAs)

This report is to be read in conjunction with the InnerWest@40 – Investigation in Potential Local Road Speed Limit Reductions (19th May 2023). The literature review, data collection and safety analysis and action plan contained within the abovementioned parent report should be referred to for theses subject matters. Findings of the literature review included the following:

- Road safety is a key priority of national, state and local government policy and strategies, and objectives to improve road safety, particularly for pedestrians and cyclists, are well aligned.
- Speed management is a core theme of road safety initiatives including the Safe System approach, as well as the Movement and Place framework to enhance amenity and place-based planning outcomes.
- Prioritisation of active and public transport, places for people and improved amenity are strategic priorities for Inner West which align with state government plans.
- Lower speed limits (e.g. from 50km/h to 40km/h) reduce the number and severity of crashes. High Pedestrian Activity Areas implemented in Sydney have been demonstrated to achieve improved road safety outcomes.
- Reduced speed limits can improve amenity, place-making and environmental outcomes, and can have strong support from the community in high volume areas.

In-vehicle telematics data was used to determine near misses (2020-2022) and vehicle speed data (month of March 2022) and this was included in an evidence-based assessment of vehicle behaviours in the area. 85th percentile speed from Compass IOT data was used to assess current vehicle speeds in the Inner West LGA, highlighting that 59.4% of the road segments had operating speeds of below 40km/h.

In addition to Compass IOT data, the study used data from:

- NSW Open Data Hub:
 - Road Segment Data
 - NSW Crash Data (2016 2020)
 - Sydney Public Transport Network
- Inner West Council:
 - Cycling Routes
 - o Land Use Zoning

The InnerWest@40 report conducted a comprehensive study and analysis on the road safety impacts, potential crash cost benefit and time travel impacts of speed reductions down to 40km/h. The findings showed:

- Potential crash reductions of between 21-58% and injury reductions for speeds reducing speeds from 60km/h to 40km/h
- Potential injury reductions of between 30-66% and injury reductions for speeds reducing speeds from 60km/h to 40km/h
- Potential cost savings of \$29,378,872 per annum
- Increase of travel time between 0.15- 5.32%

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Executive Summary

g road

The reduction of speed limits on state and regional roads within the Inner West LGA can assist in improving road safety whilst having minimal impacts. Based on the assessments conducted within this report and the abovementioned InnerWest@40 report, it is recommended that areas where road speed limits are inconsistent and are in excess of 40km/h in high pedestrian areas, the speed limits be reduced and standardised to 40km/h.

This report recommends the following four key actions:

- 1. Obtain consistency with speed limits of state and regional roads within the LGA. It is suggested that all regional roads should be a maximum of 50km/h where possible.
- 2. Speed limits should be consistent along routes to remove short sections of lower or higher speeds.
- Inconsistent speeds within HPAA's or identified land use areas should be prioritised for reduced speed implementations.
- 4. State and Regional roads should be implemented in line with the local road speed changes.

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Introduction

1 Introduction

This report documents the refinement of the analysis outputs from the IWC@40 Study focussed only on state and regional roads within the Inner West LGA. The recommendation to reduce speed on specific state and regional roads aligns with the IWC@40 report issued to Inner West Council with the view to propose area-wide reduced speed limits on local roads, and on specific state and regional roads where justified to improve road safety outcomes. We understand that TfNSW have given in principle support to the reduction of speed on local roads to 40km/hr throughout the Inner West LGA and are considering the implementation of reduced speed areas on specific state and regional roads where appropriate. A specific objectives of this report is to assist TfNSW with implementation of reduced speed zones on their roads by presenting only the state and regional roads from the area wide LGA analysis to provide better clarity around impacted roads We have used GIS mapping to illustrate:

- any state and regional roads with speeds greater than 50km/hr;
- roads with inconsistent speed zoning; and
- roads with speed zones that conflict with surround lane use.

Access to the Geographical Information System (GIS) database, used to produce the maps in this report, will also be provided to TfNSW.

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Review of State and Regional Roads

2 Review of State and Regional Roads

2.1 Summary

The Inner West road network consists of both Council owned and TfNSW owned roads (State and Regional). In NSW, roads are classified according to two systems:

- Functional Hierarchy Motorway, Primary, Arterial, Sub-Arterial, Distributor, Local.
 These dictate the functional classification of roads in relation to expected traffic speeds and volumes.
- Administrative Classification State, Regional, Local.
 State roads are managed by the State Government and consists of the main Motorways, primary, and arterial roads. Regional Roads, funded by the state government, are managed by the local government council which mainly consists of sub-arterial and distributor roads. Local Roads are also under council jurisdiction, and largely consists of functional local roads and some distributor roads.

The Inner West Road network consists of 51 state roads, 48 regional roads, and 1011 local roads shown in Figure 2.1. In terms of road hierarchy, state and regional roads generally make up most of the arterial and distributor roads which are functionally designed to carry higher traffic volumes. Out of the local roads, 44 of are classified as distributor roads.

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Council Meeting 5 March 2024

Review of State and Regional Roads

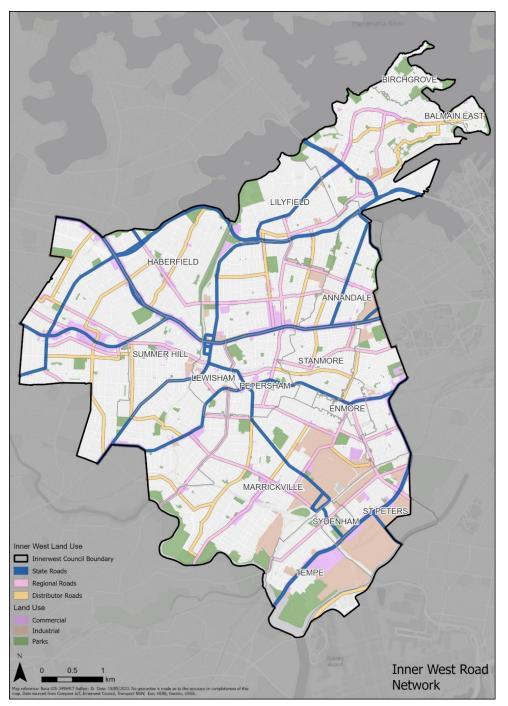


Figure 2-1: Inner West Road Network

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Many of the high traffic classified roads such as the A22 Hume Highway/ Parramatta Road and A34 New Canterbury Road travel directly through the Inner West town centres and high pedestrian activity areas. Connectivity to other areas via state roads is generally effective, however it is noted that traffic from areas south of the Cook's River such as Earlwood would more likely burden the regional roads Wardell Road and Illawarra Road for north-south connectivity.

2.2 Speed limits

2.2.1 Current Speed Limits

Most state roads that traverse the Inner West LGA have posted speed limits above 60km/h, but roads such as the A4 City West Link at 70km/h and the M4 motorway at 80km/h.

Some state roads have reduced speed limits such as Old Canterbury Road at 50km/h and Enmore Road and King Street at 40km/h as of 2021.

Regional roads within the Inner West are typically posted with a 50km/h speed limit. Roads posted with a 60km/h speed limit include Frazer Street, Marrickville Road, Victoria Road, Crystal Street, Edgeware Road and part of Enmore Road.

This data represents the state and regional roads identified on the Transport for NSW Road Network Classifications viewer. The data has been represented in a way to show which areas of state and regional roads have a speed limit over 50km/hr and which state and regional roads have a speed limit of equal to 50km/hr or lower. Contextual layers have been used such as land use, including hospitals, schools and train stations to display the high activity areas around the state and regional roads.

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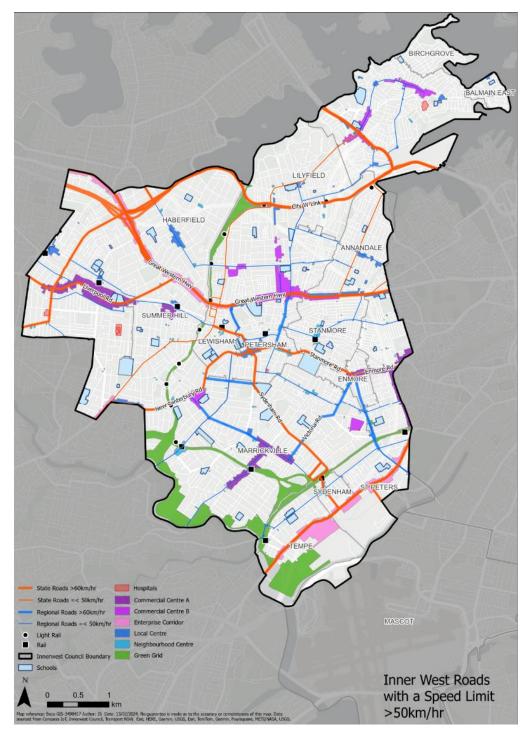


Figure 2-2: Inner West LGA state and regional road speed limits greater than 50km/h

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2.3 Inconsistent speed limits

The recommended minimum lengths of speed zones Are defined by TfNSW for the respective speed limits outlined in the table 2-1 below. We have identified a number of state and regional road within the Inner West LGA with inconsistent speed limits. Inconsistent speed zoning can have adverse effects to both vehicles and pedestrians in the area.

Table 2-1: Minimum speed limit lengths (TfNSW Speed Zoning Standard)

Speed limit (km/h)	Minimum length (km)
10, 20	There is no minimum length. Speed limit should cover the full extent of the pedestrian desire line.
30	0.2
40	0.4
50 (default)	Not applicable
60	0.5
70	1.0
80	2.0

The following Figure 2-3 shows state and regional road within the LGA that do not meet the above minimum length criteria. The assessment has identified nine areas of interest that have inconsistent speeds. These areas are recommended to be prioritised for review to be compliant to TfNSW requirements and to increase safety by decreasing speed uncertainty. The areas are listed below in table 2-2 and shown on figure 2-3.

Table 2-2: State and Regional roads identified as inconsistent speeds

Number	Area
1	Perry Street/Balmain Road, Wharf Road, Lilyfield
2	West Street, Petersham
3	New Canterbury Road, Lewisham
4	Marrickville Road & Seaview Road, Dulwich Hill
5	Wardell Road, Marickville
6	Marrickville Road, South Street & Woodbury Street, Marrickville
7	Illawarra Road, Marrickville
8	Victoria Road, Marrickville
9	Bedwin Road, St Peters

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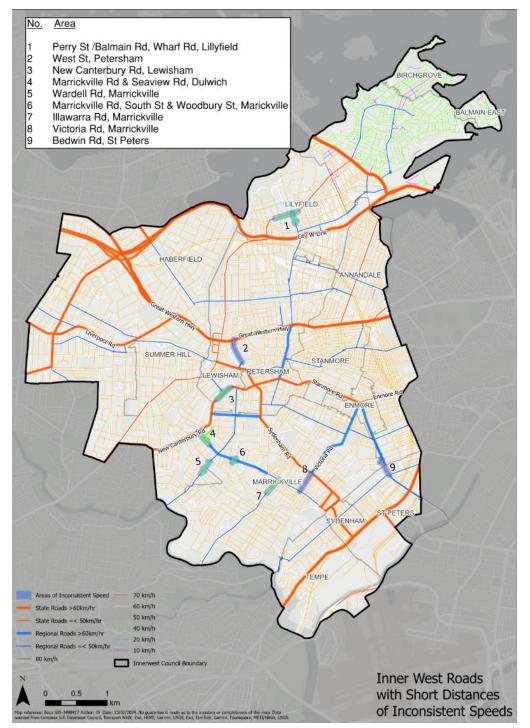


Figure 2-3: Inner West Roads with short Distances of inconsistent Speeds

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Council Meeting

5 March 2024



Sensitivity: General

The inconsistent speed limits are focussed around High Pedestrian Activity Areas (HPAA). These are key areas for consistent and lower speed limits due to increased numbers of conflicts with pedestrians and vehicles. For below, contextual layers have been used such as land uses (Commercial Centre A and B), hospitals, schools and train stations. A 50m buffer was used to represent areas of increased pedestrian activity around these land uses. This highlighted areas show where there is higher pedestrian activity that are in close proximity to state roads and regional roads. These roads should also be considered as higher priority for reduced speed zoning.

In areas where there are smaller sections of HPAA's on a stretch of road, consideration should be given to having a broader change of speed limit to reduce the inconsistent speeds along approaching roadways. For example, along New Canterbury Road between Dulwich Grove light rail station and Herbert Street, Dulwich Hill should be considered as a consistent speed reduction.

The assessment has identified eight key areas of interest that have inconsistent speeds through high pedestrian areas. These areas are recommended to be reduced to 40km/h to align with the streetscape and pedestrian use. The areas are listed below in table 2-3 and shown on figure 2-4.

Number	Area
1	Darling Street, Balmain
2	Victoria Road & Darling Street, Balmain
3	Liverpool Road, Ashfield
4	Parramatta Road, Camperdown
5	Gordon Street, Petersham
6	Stanmore Road, Stanmore
7	New Canterbury Road/ Marrickville Rd, Dulwich Hill
8	Marrickville Road, Marrickville

Table 2-3: State and Regional roads identified as inconsistent speeds with high pedestrian activity

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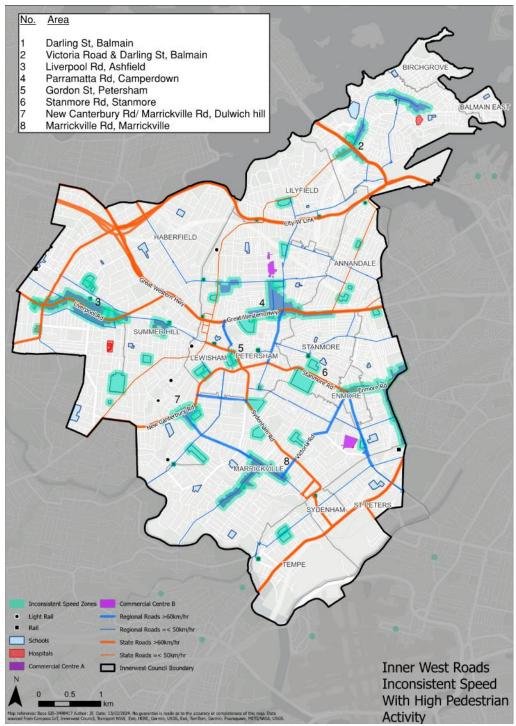


Figure 2-4: Inner West Roads Inconsistent Speed with High Pedestrian Activity

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3 Recommendations and Conclusion

The benefits of speed reductions around residential and high pedestrian activity areas cannot be overstated. An increase of safety for both pedestrians and vehicles can be achieved, whilst also increasing the foot traffic in the area. The number of crashes is shown to decrease with reduction of speed as can be seen in the InnerWest@40 report (Section 5). As such, it is highly recommended that areas identified in section 2.4 of this report be reviewed for speed reduction to 40km/h in addition to speeds being adjusted in the surrounding streets for consistency.

The presence of town centres, transport hubs, schools and commercial areas as defined as HPAA's is a major driver to present a harmonised solution to address potential safety risks of pedestrian collisions. As such a standardised approach to reducing the speed to 40km/h throughout these identified areas is recommended.

The prioritisation of these areas is at the discretion of TfNSW, but all areas should also be reviewed for immediate implementation of reduced speed zones and coordinated with the implementation of local road posted speed reductions where possible. In summary, this report recommends the following four key actions:

- 1. Obtain consistency with speed limits of state and regional roads within the LGA. It is suggested that all regional roads should be a maximum of 50km/h where possible.
- 2. Speed limits should be consistent along routes to remove short sections of lower or higher speeds.
- 3. Inconsistent speeds within HPAA's or identified land use areas should be prioritised for reduced speed implementations
- 4. State and Regional roads should be implemented in line with the local road speed changes

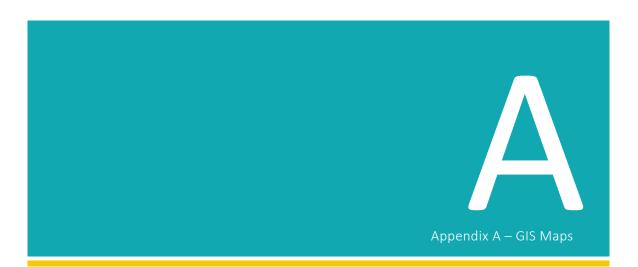
In conclusion, the proposal to reduce speeds on State and Regional roads within the Inner West Council area carries significant merit for fostering a safer community. The potential benefits include not only enhanced road safety but also improved amenity for residents, increased active transport use, and a positive impact on the environment. The implementation lower speed limits can mitigate the severity of accidents, minimize traffic-related injuries, and create a safer environment for vulnerable road users such as pedestrians and cyclists.

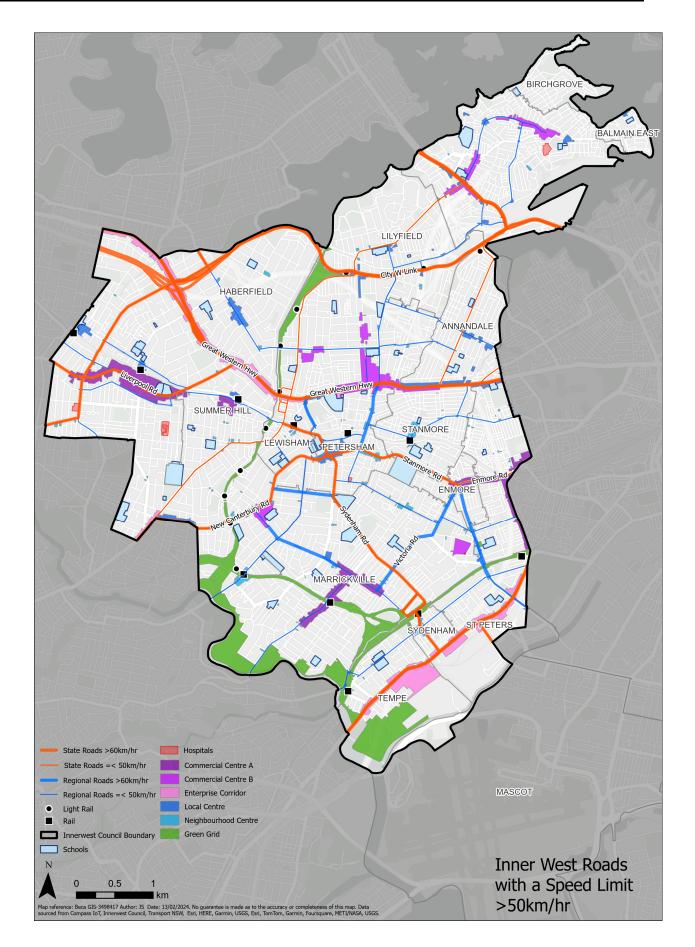
Furthermore, reducing speeds aligns with contemporary urban planning principles that prioritize the well-being of communities. It encourages a shift towards alternative modes of transportation, such as walking and cycling, contributing to a healthier and more vibrant local atmosphere.

The GIS maps presented in this report help clearly identify the areas of focus for TfNSW to prioritise the implementation of reduced speed zones on state and regional roads throughout the Inner West Council. These maps should be utilised together with the GIS database to prioritise the implementation of the reduction of speed limits in the Inner West LGA.

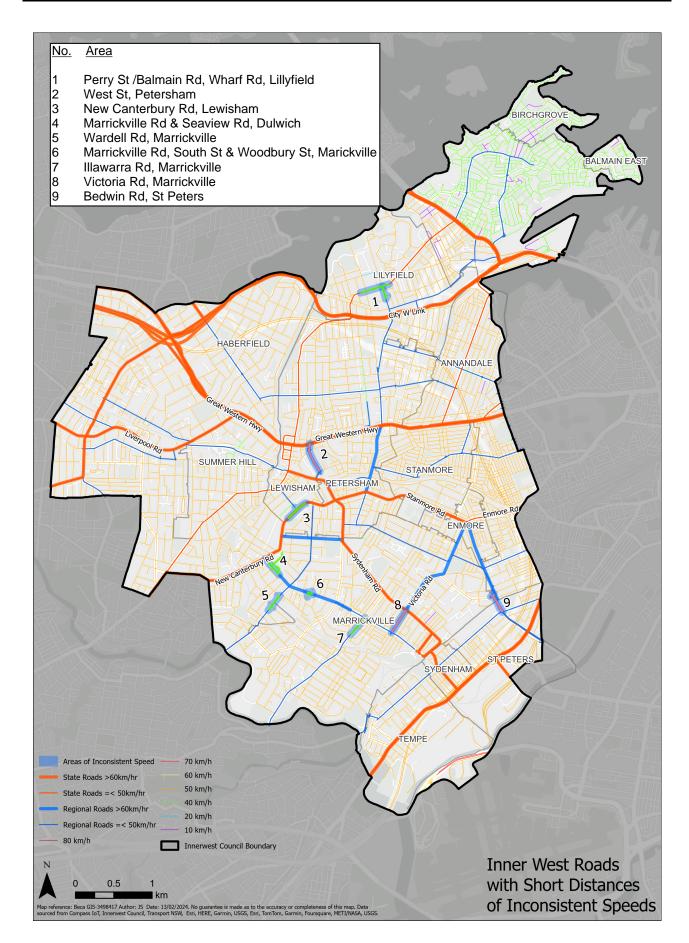
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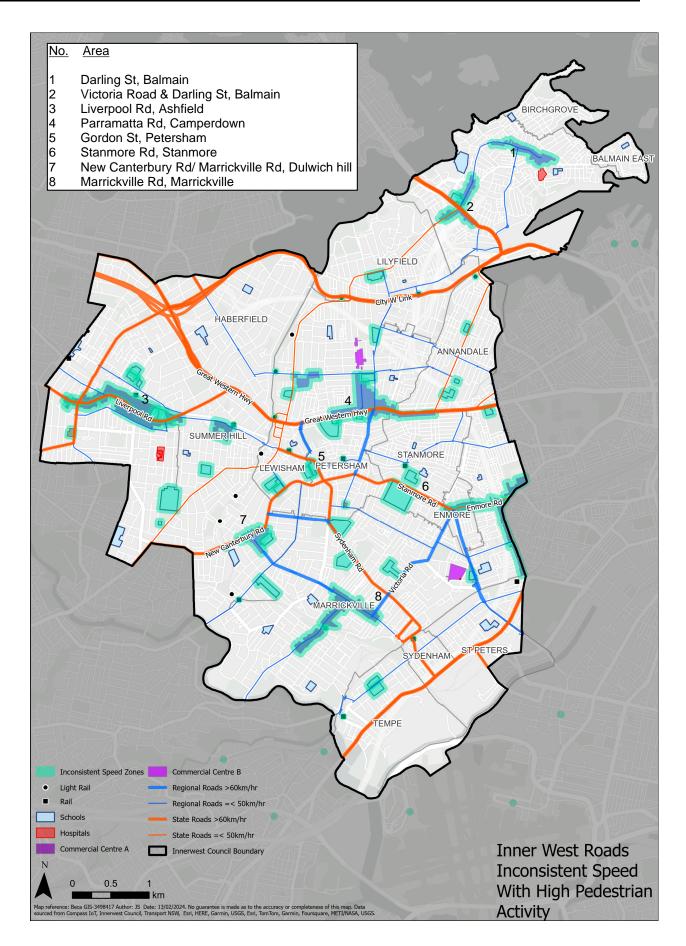






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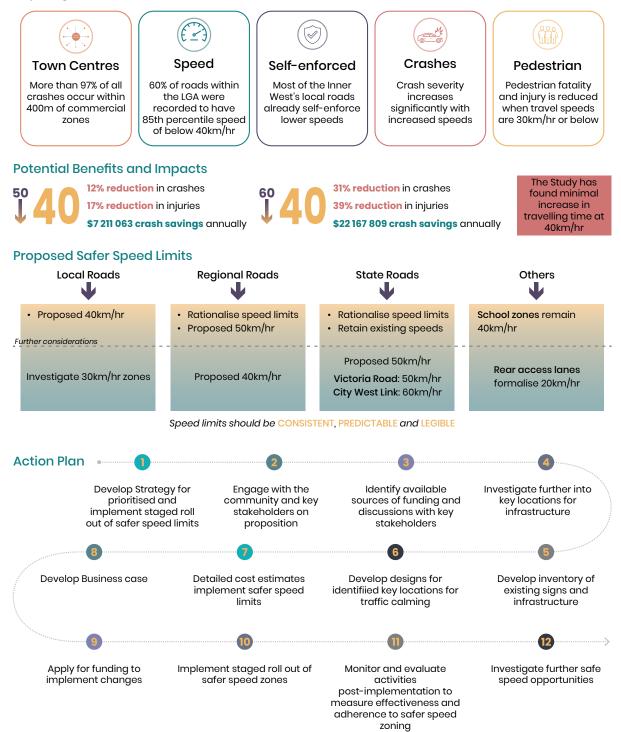
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InnerWest@40 on a Page

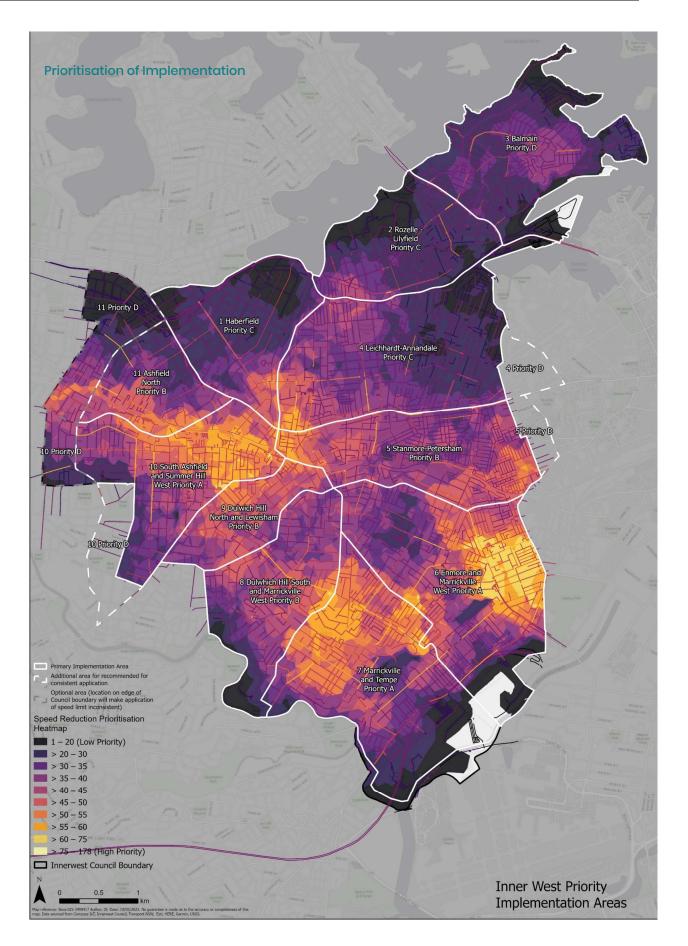
Purpose

To provide an evidence base and action plan to implement 40km/hr speed limits in local streets within the Inner West LGA

Key Insights









Item 7

Item No:C0324(1) Item 7Subject:LOCAL TRAFFIC COMMITTEE MEETING - 19 FEBRUARY 2024Prepared By:Manod Wickramasinghe - Traffic and Transport Planning ManagerAuthorised By:Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive the minutes and adopt the recommendations of the Local Traffic Committee meeting held on 19 February 2024.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

DISCUSSION

The February 2024 meeting of the Local Traffic Committee was at Ashfield Service Centre. The minutes of the meeting are shown at Attachment 1.

Ward	Item
Baludarri	Biennale Of Sydney 2024 Revised Traffic Management Plan - Robert Street,
(Balmain)	Rozelle
	Detailed Design for the permanent closure of Hancock Lane, Rozelle
	Darling Street Between Mort Street and Curtis Road, Balmain - Road Occupancy - Anzac Day Dawn Service
	Request for Pedestrian Crossing in Curtis Road, Balmain
Gulgadya (Leichhardt)	John Street at Croydon Road, Croydon - Implementation Of 'No Left Turn, Vehicle Over 6m' Restriction
Midjuburi (Marrickville)	Moyes Street and Warren Road, Marrickville - Proposed 'No Stopping' restrictions and 'BB' line marking
, ,	Wardell Road survey area, Dulwich Hill and Marrickville – Request for a residential parking scheme
	St Peters area – Request for a residential parking scheme in Silver Street
	Status Update: Road and traffic conditions around the Marrickville Metro Shopping Centre
Djarrawunang (Ashfield)	Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street – Temporary full road closure
	Bedford Crescent, Dulwich Hill - Proposed changes to raised pedestrian crossing and parking
	Wardell Road survey area, Dulwich Hill and Marrickville – Request for a residential parking scheme
Damun (Stanmore)	Audley Street, Petersham – Proposed new residential '2P ' restrictions – expansion of M11 parking permit area
	Railway Street, Petersham - Proposed 1/2P timed parking restrictions
All Wards	Nil.

ITEMS BY WARD

FINANCIAL IMPLICATIONS

Projects proposed for implementation are funded within existing budget allocations.

ATTACHMENTS

1. Local Traffic Committee minutes - 19 February 2024



Local Traffic Committee Meeting Minutes 19 February 2024

Minutes of Meeting

Meeting commenced at 11:06 AM

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

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

COMMITTEE REPRESENTATIVES PRESENT

Manod Wickramasinghe Bill Holliday Graeme McKay Kate Wheatley Sgt Shannon Burns Nina Fard IWC's Traffic and Transport Planning Manager (Chair) Representative for Kobi Shetty MP, Member for Balmain Representative for Jo Haylen MP, Member for Summer Hill Representative for Jenny Leong MP, Member for Newtown NSW Police – Leichhardt Police Area Command Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones Michael Takla Roderick Primerano Sunny Jo George Tsaprounis Christy Li Inner West Bicycle Coalition (IWBC) Representative for Transit Systems Representative for U-Go Mobility IWC's Coordinator Traffic Engineering Services (North) IWC's Coordinator Traffic Engineering Services (South) IWC's Business Administration Officer

VISITORS

Rachael Casella

Resident (Item 11)

APOLOGIES:

Mayor Darcy Byrne Therese O'Reilly Councillor – Baludarri-Balmain Ward Representative for the Member for Summer Hill

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 11 December 2023 be confirmed.

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MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

Local Traffic Committee Meeting Minutes 19 February 2024

LTC0224(1) Item 1 John Street at Croydon Road, Croydon - Implementation Of 'No Left Turn, Vehicle Over 6m' Restriction (Gulgadya-Leichhardt Ward/Strathfield Electorate/Burwood PAC)

SUMMARY

On 22 December 2023, a large vehicle attempted to turn left from John Street into Croydon Road, Croydon and as a result damaged the awning of café 'Double Dose Croydon', located at No.125-131 Croydon Road, and displaced a bollard located on the footpath. In response to this, Council on the same day installed a 'No Left Turn, Vehicles Over 6m' restriction from John Street into Croydon Road as an interim safety measure.

Swept path assessment has demonstrated that a Service Vehicles (8.8m) is unable to negotiate the turn left from John Street into Croydon Road as a result of the pedestrian refuge island located in Croydon Road immediately south of John Street. As such, it is recommended that the 'No Left Turn, Vehicles Over 6m' restriction be approved to be implemented permanently.

Officers Recommendation

- 1. That a 'No Left Turn, Vehicles over 6m' restriction be permanently installed at the intersection of John Street and Croydon Road, Croydon, prohibiting vehicles over 6 m (in length) from turning left into Croydon Road from John Street.
- 2. That a Traffic Management Plan be issued to Transport for NSW seeking approval for the above 'No Left Turn' ban.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition questioned if this proposal was due to John Street, between Fredrick Street and Croydon road becoming a rat run. Council Officer's responded that the recommendation was in relation to large vehicles turning left and damaging the awning of the adjacent local business.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That a 'No Left Turn, Vehicles over 6m' restriction be installed at the intersection of John Street and Croydon Road, Croydon, prohibiting vehicles over 6 m (in length) from turning left into Croydon Road from John Street.
- 2. That a Traffic Management Plan be issued to Transport for NSW seeking approval for the above 'No Left Turn' ban.

For Motion: Unanimous

LTC0224(1) Item 2 Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street – Temporary full road closure ((Djarrawunang - Ashfield Ward/ Summer Hill Electorate/ Inner West PAC)

SUMMARY

An application has been received from Gartner Rose for the temporary full road closure of

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Local Traffic Committee Meeting Minutes 19 February 2024

Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street, for a 6-month period beginning from March 2024 to the end of August 2024 in order to facilitate the tunnelling works under Davis Street associated with the GreenWay Project. The road will be temporarily closed to all vehicular traffic, including emergency vehicles. It is noted that works will commence prior to the Council meeting in March, 2024, therefore, it is recommended that the temporary full road closures be endorsed in this case, subject to the conditions outlined in this report.

Officers Recommendation

That the temporary full road closure (ENRC/2024/0004) of Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street, for a 6-month period beginning from March 2024 to the end of August 2024 be endorsed, in order to facilitate the tunnelling works under Davis Street associated with the GreenWay Project subject to, but not limited to, the following conditions:

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- 3. The occupation of the road carriageway must not occur until the road has been physically closed; and
- 4. The applicant is to set up the road closure and detours as proposed in the Traffic Guidance Schemes submitted to Council on 23 January 2024.

DISCUSSION:

The Representative for the Member for Summer Hill questioned if Constitution Road will be re-opened prior to the temporary full road closure of Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street.

Council Officer's advised that the plan is to have Constitution Road re-opened before the works begin at Davis Street, Dulwich Hill. Council Officer's advised they will follow up with Gartner Rose regarding the re-opening of Constitution Road prior to the beginning of works on Davis Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the temporary full road closure (ENRC/2024/0004) of Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street, for a 6-month period beginning from March 2024 to the end of August 2024 be endorsed, in order to facilitate the tunnelling works under Davis Street associated with the GreenWay Project subject to, but not limited to, the following conditions:

- 1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
- 2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for

Local Traffic Committee Meeting Minutes 19 February 2024

stakeholders;

- 3. The occupation of the road carriageway must not occur until the road has been physically closed; and
- 4. The applicant is to set up the road closure and detours as proposed in the Traffic Guidance Schemes submitted to Council on 23 January 2024.

For Motion: Unanimous

LTC0224(1) Item 3 Bedford Crescent, Dulwich Hill - Proposed changes to raised pedestrian crossing and parking (Djarrawunang-Dulwich Hill Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

This report outlines issues of an existing raised pedestrian crossing on Bedford Crescent, Dulwich Hill, west of Wardell Road and outlines the required changes to improve pedestrian safety and ensure compliance with standards. The proposed changes consist of:

- Constructing a new kerb extension;
- Relocating an existing 'No Stopping' restriction to improve sight lines, which will require the removal of one (1) parking space;
- Installing a new flood light and pole at the pedestrian crossing; and
- 'BB' line marking on the approach to the pedestrian crossing on Bedford Crescent.

These proposals seek to improve safety of pedestrians when using this crossing, and minimise the impacts associated with parking loss (a kerb extension allows for the reduction in the 'No Stopping' distance required).

Officers Recommendation

That the proposed changes to the raised pedestrian crossing on Bedford Street, Dulwich Hill, as shown on the attached concept plan be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed changes to the raised pedestrian crossing on Bedford Street, Dulwich Hill, as shown on the attached concept plan be approved.

For Motion: Unanimous

LTC0224(1) Item 4 Moyes Street and Warren Road, Marrickville - Proposed 'No Stopping' restrictions and 'BB' line marking (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

This report presents the investigation and resolution to the road safety issue raised at the intersection of Moyes Street and Warren Road, Marrickville. The proposed 'No Stopping'

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signs and 'BB' line marking seeks to address the safety issues identified from the investigation.

Officers Recommendation

That the proposed 'No Stopping' signs on the northern side of Warren Road, Marrickville and the 'BB' line marking on Warren Road, just east and west of Moyes Street be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed 'No Stopping' signs on the northern side of Warren Road, Marrickville and the 'BB' line marking on Warren Road, just east and west of Moyes Street be approved.

For Motion: Unanimous

LTC0224(1) Item 5 Biennale Of Sydney 2024 Revised Traffic Management Plan -Robert Street, Rozelle (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

A revised Traffic Management Plan (TMP) for The Biennale of Sydney 2024 has been submitted at the NSW State Heritage-listed White Bay Power Station (WBPS) at 28 Robert Street Rozelle. This was previously considered by the Traffic Committee on 11 December 2023.

The TMP was prepared on behalf of Placemaking NSW and aims to provide safe pedestrian access routes to the site through a proposed signalised pedestrian crossing point in Robert Street, onsite pick-up and drop-off zone for private vehicles, taxis, and shuttle bus services, including to and from bus nearby bus stops to the WBPS. A Transport Access Guide (TAG) has also been prepared for the event.

Officers Recommendation

That the revised Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;

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- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

DISCUSSION:

The Representative for the Inner West Bicycle Coalition raised concerns with bicycle access into the precinct contrary to the statement within the TMP. The Representative for the Inner West Bicycle Coalition had suggestions regarding internal bicycle paths within the Power station site which he intended to send to the appropriate person in Transport for NSW. Council staff advised that the suggestions could be sent to Council to then pass onto their contacts within the State Government or organisers of the Biennale. The Representative for the Member for Balmain raised the concern regarding conflict between pedestrians and cyclists on the Robert Street footpath continue to be a concern. Council Officers noted that barricades will be used to encourage cyclists to dismount. The representative noted that he had provided three suggestions on how the situation could be improved but noted that these may not be implemented in time for the event. The Leichhardt PAC representative noted that he had not been advised regarding the event from the organiser. The representative for Transport for NSW advised that this will be raised at the next project working group to clarify/ensure a separate police representative had been consulted.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the revised Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

For Motion: Unanimous

LTC0224(1) Item 6 Detailed Design for the permanent closure of Hancock Lane,

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Rozelle (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

Hancock Lane is one of the projects in Council's Main Streets Program, aiming to improve the vibrancy and safety of public spaces and local streets. The proposal, including community engagement outcomes, was previously considered by the Traffic Committee on 11 December 2023, with Traffic Committee recommending approval of the closure, subject to separate approval of the Traffic Management Plan (TMP) by Transport for NSW.

A detailed design of the closure has now been completed and is included for consideration.

The proposed closure also provides additional opportunity to change parking in the area. It is proposed that the existing bus stop 203939 along Darling Street near Hancock Lane be relocated towards Victoria Road, with the Bus Zone expanded to 30m in length, and also provide approximately 20m of additional '2P Ticket 8.00am-3.30pm Mon-Fri, 8.00am 7.00pm Sat-Sun' parking. It is intended to retain the existing 'No Stopping 3.30pm-6.30pm' restriction.

Officers Recommendation

- 1. That the attached detailed design for the road closure of Hancock Lane, Rozelle at Darling Street be approved subject to approval of the Traffic Management Plan by Transport for NSW.
- 2. That the parking changes in Darling Street, Rozelle as outlined in the attached signage plan be supported and undertaken by Council as part of the permanent road closure of Hancock Lane, subject to approval from Transport for NSW.

DISCUSSION:

There was concern that buses would overflow the proposed new bus zone and the Representative for the Member for Balmain was concerned that right hand turning traffic from the second turning lane in Victoria Road would tail back into Victoria Road because of the new zone. The Representative for Transport for NSW noted that a Traffic Management Plan will still need to be submitted for Transport for NSW's approval. The Representative for Transport for NSW's approval. The Representative for Transport for NSW also noted that the parking changes along Darling Street, Rozelle cannot be determined by the Traffic Committee as this is on a State Road. The recommendation was amended to reflect this requirement.

The Committee members agreed to amend the recommendation.

COMMITTEE RECOMMENDATION:

- 1. That the attached detailed design for the road closure of Hancock Lane, Rozelle at Darling Street be approved subject to approval of the Traffic Management Plan by Transport for NSW.
- 2. That the requested parking changes in Darling Street, Rozelle, being a State Road, be submitted to Transport for NSW for consideration.

For Motion: Unanimous

LTC0224(1) Item 7 Darling Street Between Mort Street and Curtis Road, Balmain -Road Occupancy - Anzac Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

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Darling Street Between Mort Street and Curtis Road, Balmain - Road Occupancy - Anzac Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

In preparation to mark the ANZAC Day Dawn Service 2024 on Thursday, 25 April 2024, Inner West Council is organising the ANZAC Day dawn Service at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road between 2:30am and 9:30am.

Officers Recommendation

That the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Thursday, 25 April 2024 between 2.30am – 9.30am be approved, subject to the following conditions:

- a) all affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- b) that an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and
- c) the occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Thursday, 25 April 2024 between 2.30am – 9.30am be approved, subject to the following conditions:

- a) all affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
- b) that an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and
- c) the occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC0224(1) Item 8 Audley Street, Petersham – Proposed new residential '2P ' restrictions – expansion of M11 parking permit area (Damum -Stanmore Ward/ Newtown Electorate / Inner West PAC)

SUMMARY

Local Traffic Committee Meeting Minutes 19 February 2024

Upon receiving a petition from residents of Audley Street, Petersham, Council initiated an investigation for implementing residential parking restrictions in Audley Street, between Chester Street and Oxford Street.

This report provides the results of a localised 'resident parking scheme survey' relating to the extension of the M11 residential permit parking scheme into Audley Street, between Chester Street and Oxford Street, Petersham. Although the response rate for the survey was under the 30% threshold it is still recommended that the proposed M11 extension be supported due to the many localised issues.

Officers Recommendation

- That the proposed extension of the M11 Residential Permit Parking Scheme of '2P 8am-10pm Monday – Friday Permit Holders Excepted Area M11' restrictions on the eastern side of Audley Street, Petersham between Chester Street and Oxford Street be Approved.
- 2. That statutory 10 metre 'No Stopping' restrictions on the eastern side of Audley Street south of Chester Street and north of Oxford Street be installed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That the proposed extension of the M11 Residential Permit Parking Scheme of '2P 8am-10pm Monday – Friday Permit Holders Excepted Area M11' restrictions on the eastern side of Audley Street, Petersham between Chester Street and Oxford Street be Approved.
- 2. That statutory 10 metre 'No Stopping' restrictions on the eastern side of Audley Street south of Chester Street and north of Oxford Street be installed.

For Motion: Unanimous

LTC0224(1) Item 9 Railway Street, Petersham - Proposed 1/2P timed parking restrictions (Damun-Petersham Ward/Newtown Electorate/Inner West PAC)

SUMMARY

A business has requested Council consider changing the existing timed 1-hour parking space on the western side of Railway Street, Petersham, between Parramatta Road and Queen Street, to 1/2-hour parking to improve turnover of parking and deter long-term (unlimited) parking by motorists who hold a mobility parking permit.

This report provides background of the request, community consultation feedback, an assessment of the information collected and subsequent recommendation to change the 1hour timed parking space to a 1/2-hour timed limit.

There are benefits to changing the requested 1-hour timed parking space to 1/2-hour timed parking as it will provide turnover of parking, provide a more flexible parking option for customers and deter long-term unlimited parking of motorists with a mobility parking permit, that may not be visiting the nearby businesses.

Item

Local Traffic Committee Meeting Minutes 19 February 2024

In addition, as there are nearby 1-hour parking spaces on Queen Street that can be used as alternatives, parking impacts to businesses as a result of this change are minimised.

Officers Recommendation

That the timed parking restriction signposted as '1P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT' on the western side of Railway Street, Petersham, between Parramatta Road and Queen Street, be amended to '1/2P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT'.

DISCUSSION:

Council Officers tabled correspondence submitted by a local business. The business was in support of the recommendation and noted that there are 3 parking spaces on the western side of Railway Street, Petersham between Parramatta Road and Queen Street with 2 spaces being sign-posted and 1 parking space not being sign-posted. The business owner noted that by changing the existing 1 hour parking space to $\frac{1}{2}$ hour, cars with mobility parking permits will be able to park for 4 hours and that this will free up parking for part of the day.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the timed parking restriction signposted as '1P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT' on the western side of Railway Street, Petersham, between Parramatta Road and Queen Street, be amended to '1/2P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT'.

For Motion: Unanimous

LTC0224(1) Item 10 Wardell Road survey area, Dulwich Hill and Marrickville – Request for a residential parking scheme(Djarrawunang-Ashfield Ward and Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

A petition has been received from residents in streets surrounding St Maroun's College and the associated aged care facility for the provision of a Resident Parking Scheme in their streets due to the overspill parking demand created by these facilities. Council Officers recently carried out a parking utilisation survey in local streets surrounding St Maroun's complex and the results are presented in this report for the Committee to consider.

Officers Recommendation

- 1. That the findings of the parking utilisation survey be received and noted.
- 2. That a Resident Parking questionnaire survey be undertaken in Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Wardell Road between Marrickville Road to Challis Avenue; Challis Avenue between Wardell Road and dead end and Margaret Street between Macarthur Parade and Wardell Road, Dulwich Hill as the results of the parking survey indicated that on-street parking utilisation was high in these streets and warrants further consideration of a proposed scheme which would have the following parking restrictions '2P 8am 6pm Mon-Fri Permit Holders Excepted Area M13'.

INDER WEST

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- 3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
- 4. That the head petitioner be advised in terms of this report.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That the findings of the parking utilisation survey be received and noted.
- 2. That a Resident Parking questionnaire survey be undertaken in Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Wardell Road between Marrickville Road to Challis Avenue; Challis Avenue between Wardell Road and dead end and Margaret Street between Macarthur Parade and Wardell Road, Dulwich Hill as the results of the parking survey indicated that on-street parking utilisation was high in these streets and warrants further consideration of a proposed scheme which would have the following parking restrictions '2P 8am 6pm Mon-Fri Permit Holders Excepted Area M13'.
- 3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
- 4. That the head petitioner be advised in terms of this report.

For Motion: Unanimous

LTC0224(1) Item 11 St Peters area – Request for a residential parking scheme in Silver Street (Midjuburi - Marrickville Ward/ Heffron Electorate/ Inner West PAC)

SUMMARY

A petition has been received from residents in Silver Steet, St Peters for an extension of the M4 residential parking scheme into their street, Concerns were raised also in relation to the Precinct 75 redevelopment, when built, compounding parking issues in surrounding streets. Council Officers recently carried out a parking utilisation survey in Silver Street and other local streets surrounding Precinct 75 and the results are presented in this report for the Committee to consider.

Officers Recommendation

- 1. That the findings of the parking utilisation survey be received and noted.
- 2. That a Resident Parking questionnaire survey be undertaken in Silver Street, between Unwins Bridge Road and Princes Highway, St Peters as the results of the parking survey indicated that on-street parking utilisation was reasonably high in the street and warrants the consideration of a Resident Parking Scheme especially in light of surrounding streets being already treated with RPS and the redevelopment of Precinct 75. The proposed scheme would have the following parking restrictions '2P 8.30AM 6PM, MON FRI, PERMIT HOLDERS EXCEPTED, AREA M4' on the western (south) side of Silver Street, between Unwins Bridge Road and Princes Highway, St Peters.

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- 3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
- 4. That the head petitioner be advised in terms of this report.

DISCUSSION:

Public Speaker Rachael Casella entered the meeting at 11:09AM

Ms Casella supported the recommendation for the request for a residential parking scheme in Silver Street, St Peters. Ms Casella stated the residents of Silver Street have been trying to get permit parking for almost 2 years now and that the petition required to get the proposed RPS scheme investigated gathered 3 times the amount of signatures required. Ms Casella stated that Silver Street seems to be one of the few streets around the area with unrestricted parking, which has caused an influx of cars parking on her street. Ms Casella also stated that nearby businesses on Princes Highway have been parking their vehicles on Silver Street. Ms Casella further raised concerns of the proposed extension of Precinct 75 causing further parking issues on Silver Street. Ms Casella also raised safety concerns from not being able to park close to her house as she has 2 young children who require supervision. She noted that she would have to leave her children unattended to go to her vehicle to grab her groceries posing a potential safety risk.

Public Speaker Rachael Casella left the meeting at 11:16AM

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

- 1. That the findings of the parking utilisation survey be received and noted.
- 2. That a Resident Parking questionnaire survey be undertaken in Silver Street, between Unwins Bridge Road and Princes Highway, St Peters as the results of the parking survey indicated that on-street parking utilisation was reasonably high in the street and warrants the consideration of a Resident Parking Scheme especially in light of surrounding streets being already treated with RPS and the redevelopment of Precinct 75. The proposed scheme would have the following parking restrictions '2P 8.30AM 6PM, MON FRI, PERMIT HOLDERS EXCEPTED, AREA M4' on the western (south) side of Silver Street, between Unwins Bridge Road and Princes Highway, St Peters.
- 3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
- 4. That the head petitioner be advised in terms of this report.

For Motion: Unanimous

LTC0224(1) Item 12 Status Update: Road and traffic conditions around the Marrickville Metro Shopping Centre (Midjuburi-Marrickville Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines an update to the Council resolutions from the Council meeting of 8

INDER WEST

Local Traffic Committee Meeting Minutes 19 February 2024

August 2023 regarding the road and traffic conditions around the Marrickville Metro Shopping Centre.

Officers Recommendation

That this report be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That this report be received and noted.

For Motion: Unanimous

LTC0224(1) Item 13 Request for Pedestrian Crossing in Curtis Road, Balmain (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

This matter was previously considered by the Committee on 11 December 2023. Concerns were received from a resident of Curtis Road regarding pedestrian safety near the intersection of Darling Street and Thames Street, Balmain. A request was made for the conversion of the existing pedestrian facility into a Pedestrian Crossing in Curtis Road. Subsequently a review was undertaken, and the findings are presented in this report.

Officers Recommendation

That the report be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the report be received and noted.

For Motion: Unanimous

General Business:

Item 14 - Rozelle Parkland internal pathways closed due to asbestos in mulch

The Representative for the Member for Balmain raised concerns of closures of internal pathways within the Rozelle Parklands causing access issues for pedestrians and cyclists going to and from Rozelle, Lilyfield and the City. The Representative for the Member of Balmain questioned if it would be possible to fence off the areas affect by the asbestos and allow the pathways to be reopened for pedestrian access. The Representative for Transport for NSW stated that due to the EPA requirements, the entire site had to be closed. It was advised that the mulch removal was progressing with 30% removed to date. The Transport for NSW representative advised that further detail will be released with the minutes. The



Representative for the member for Balmain asked if the paths could be opened progressively to restore access more quickly.

Item 15 - Parked vehicles overhanging footpath in Robert Street, Balmain

The Representative for the Member for Balmain raised concerns regarding vehicles obstructing the northern footpath of Robert Street, Rozelle east of Mullens Street. The Representative for the Member for Balmain advised that long vehicles overhang the footpath, obstructing access and requiring pedestrians to walk on the road. Council Officers will investigate this concern.

Item 16 - Frederick Street and John Street, Ashfield traffic signal update

The Representative for the Member for Summer Hill requested an updated on the traffic signals at the intersection of Fredrick Street and John Street, Ashfield. The Representative for Transport for NSW advised there is no further update at the moment however the procurement for the design is in progress and that the traffic signals at the intersection of Fredrick Street and John Street, Ashfield has been added to the Transport for NSW's project list and system. The Representative for Transport for NSW also noted that once the consultants have been engaged, we will receive regular reporting back.

Item 17 – Rozelle Parklands Bicycle Facilities

The Representative for Inner West Bicycle Coalition raised concerns regarding the interface between the bicycle paths in the Rozelle Parklands and Lilyfield Road, specifically the height of the lip on the access ramps. Council Officers advised that they were aware of this issue and had raised it with the Transport for NSW project team and will again follow up.

Item 18 – Edgeware Road, Alice Street and Llewellyn Street, Newtown intersection signal upgrade

The Representative for the Member for Newtown requested an update on the Edgeware Road, Alice Street and Llewellyn Street intersection signal upgrade. Council Officers advised that they were commencing a procurement process to engage a contractor to undertake works and expect construction to commence in March 2024 with completion by 30 June 2024.

Item 19 - Camdenville Public School crossing guard

The Representative for the Member for Newtown requested an update on the crossing guard recruitment update for Camdenville Public School. The Representative for Transport for NSW advised that they will follow up on the issue.





Item 20 - Transport for NSW Delegation Changes

The Representative for the Inner West Bicycle Coalition questioned whether Council will be adopting Transport for NSW's new temporary delegations to Council for traffic facilities which would mean that some traffic facilities could be approved without referral to the Traffic Committee. Council Officers advised that it was their understanding that this was a voluntary and temporary delegation and Inner West Council was still referring items to the Traffic Committee as this was a more transparent process and ensured that consultation with NSW Police, Transport for NSW and other stakeholders was captured.

Meeting closed at 11:58pm.

CHAIRPERSON

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Item No: C0324(1) Item 8

Subject: POST EXHIBITION - ABORIGINAL AND TORRES STRAIT ISLANDER PROCUREMENT STRATEGY

Prepared By: Marea Getsios - Procurement Manager

Authorised By: Kelly Loveridge - Director Corporate

RECOMMENDATION

- 1. That Council adopt the Aboriginal and Torres Strait Islander Procurement Strategy.
- 2. The Council update the Policy Register and publish, as applicable, internally, and externally the adopted Aboriginal and Torres Strait Islander Procurement Strategy.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

The draft Aboriginal and Torres Strait Islander Procurement Strategy (A&TSI) Procurement Strategy) was presented to Council at the November council meeting as part of the Reconciliation Action Plan Update.

It was resolved that the strategy be endorsed for public exhibition, and this occurred from 22 November through to 21 December 2023. Four submissions were received during the exhibition period and these are addressed in the report. The report recommends the adoption of the publicly exhibited Policy, as exhibited, with no changes.

BACKGROUND

At the Council meeting held on 21 November 2023, a report was tabled providing an update on the Reconciliation Action Plan and Council resolved:

- 1. That Council publicly exhibit the draft Aboriginal and Torres Strait Islander Procurement Strategy for a period of 28 days and seek community feedback on the proposed Strategy.
- 2. That following the conclusion of the exhibition period, the draft Aboriginal and Torres Strait Islander Procurement Strategy be brought back to Council for consideration.

The draft Aboriginal and Torres Strait Islander Procurement Strategy was subsequently placed on public exhibition on 22 November 2023.

DISCUSSION

Development of the strategy

Within the development of the Aboriginal Reconciliation Plan, it was identified that an A&TSI procurement strategy should also be developed to support the outcomes of the RAP. This was developed in close collaboration with the Aboriginal and Torres Strait Islander Advisory Committee, Supply Nation, and some Aboriginal businesses, and the final draft strategy document reviewed and endorsed by Aboriginal and Torres Strait Islander Advisory

Committee. The intent of the strategy is to outline Council's commitment and to set targets and strategies on how Council can achieve these; ensuring equitable opportunity is provided to all businesses.

Procurement framework

HR HIISG

In parallel to the development of this strategy, an updated Procurement Policy has also been developed, encouraging the inclusion of Aboriginal and Torres Strait Islander contractors and suppliers in all procurement activities.

The draft policy was initially considered by Council in October 2023, and was deferred pending a councillor briefing on ethical, local, social and Aboriginal and Torres Strait Islander procurement to consider further opportunities to strengthen the framework in supporting targets in these areas. An updated draft policy will be presented to Council in the coming months.

For clarity see below on how the A&STI Procurement strategy is intended to fit within the overarching Procurement Framework:



A review of a number of Sydney metropolitan councils indicates that Inner West is one of only two councils that have identified targets for indigenous procurement spend. Inner West is the only council that has developed a public Aboriginal and Torres Strait Islander Procurement Strategy.

As part of the Operational Plan for FY23/24, there is also a current action underway to review the procurement rules and weighting criteria to promote social and environmental procurement factors (which includes A&TSI), and it is anticipated that this weighting may be proposed to be 10-15% of total addressable procurement spend.

Exhibition of the draft A&TSI Procurement Strategy

Following endorsement of the strategy by the Aboriginal and Torres Strait Islander Advisory Committee in October 2023, the strategy was tabled at the November council meeting and it was resolved by Council to publicly exhibit the document.

The draft A&TSI Procurement Strategy was subsequently placed on public exhibition from 22 November to 21 December 2023. The Your Say Inner West project page was viewed 58 times and four submissions were made on the strategy, as outlined over the page.

Support (Yes or No)	Public Exhibition Comment	IWC Comment:
Yes	I think the procurement strategy to empower people is a good idea. I also think we need to have a small local business procurement strategy as well.	Noted, the draft Procurement Policy makes reference to local contractors and organisations.
No	Tendering and procurement should not be constrained by mandated targets. It should be best product and best value for purpose. If you mandate a target to purchase from indigenous or any other sub-culture you risk driving prices up and quality down as it's a guarantee that they are hired.	The purpose of the Strategy is to provide opportunity to Aboriginal and Torres Strait Islander businesses. Works or services will not be awarded on this criteria alone, but rather where other factors are equal and reasonable comparative market rates are offered.
Yes	The strategy should include references to community wealth building given the previous council motion, noting work has been done on how to do a First Nations approach to CWB <u>http://base.socioeco.org/docs/communitywealthbuil</u> <u>dingalakotatranslation-final-web.pdf</u>	Noted, the draft Procurement Policy references commitment to CWB.
No	Council should not be making race based procurement decisions. If an aboriginal business is competitive in the market, it will win its fair, and deserved share of business within the marketplace. This proposed strategy will lead council to use rate payer's money in an inefficient manner as it will end up paying a premium to use aboriginal providers. Additionally the certification of "aboriginal" businesses leaves a lot to be desired. It can see people/businesses with tenuous aboriginal connections, and people/businesses that have suffered no disadvantages gain a priority over the general community. There is no broader social benefit from prioritising these types of businesses which could offset the non-commerciality of this procurement strategy. If this policy is put in place council should ensure that the aboriginal businesses are not able to subcontract the work. It is a common experience with these types initiatives that the aboriginal business will win the tender and then subcontract the work. This is just rent seeking.	The purpose of the Strategy is to provide opportunity to Aboriginal and Torres Strait Islander businesses. Works or services will not be awarded on this criteria alone, but rather where other factors are equal and reasonable comparative market rates are offered.

After reviewing the feedback provided during the public exhibition period it is proposed to adopt the publicly exhibited Aboriginal and Torres Strait Islander Procurement Strategy, as exhibited, with no changes. Noting the comments provided have been addressed as outlined in the table above.

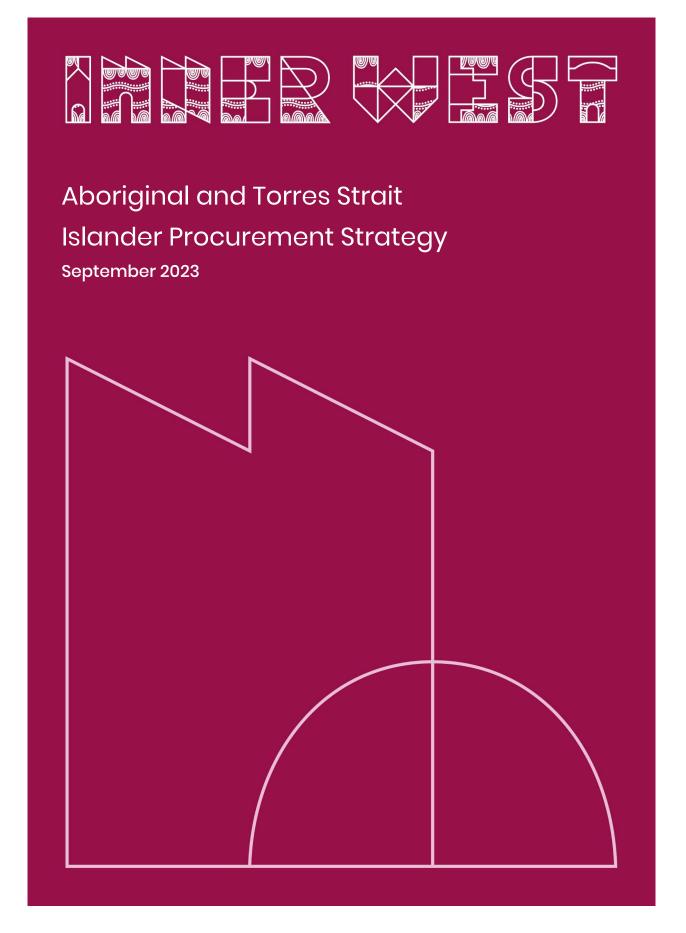


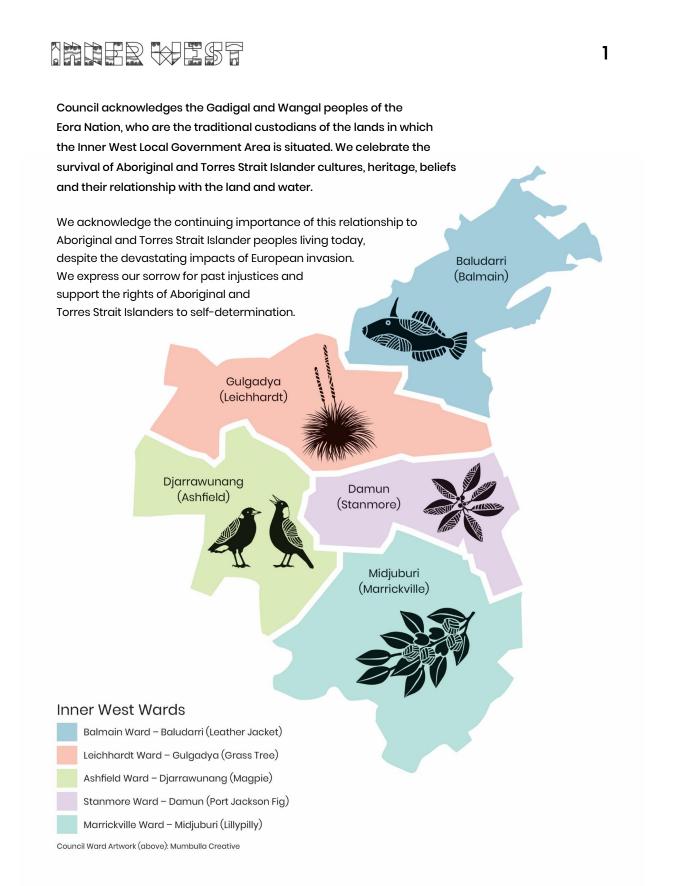
FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. Aboriginal and Torres Strait Islander Procurement Strategy





Aboriginal and Torres Strait Islander Procurement Strategy

Background:

Inner West Council (Council) is committed to supporting Indigenous communities and fostering economic development within the community, as evidenced in Council's Aboriginal Economic Development Strategy and Reconciliation Action Plan. Council is keen to promote economic empowerment and building sustainable relationships with local Indigenous businesses and has prepared this strategy to outline how this will be achieved.

Our Purpose:

At Council our purpose is to be of service to our local community and make the Inner West a great place to be.

Our Values:



Integrity

We are responsive, accountable and will follow through for each other and the community

We are transparent and open about the reasons for our decisions and actions

We create a safe and trusting environment by walking our talk

We are fair and ethical in everything we do We do what we

say we are going to do



We treat everyone equitably and fairly We embrace diversity

We acknowledge and value the needs of everyone We actively seek to listen and understand each other's point of

View We value our environment and always consider our impact

We value feedback from our community

and will respond in a timely manner

We actively engage with and deliver for our community



We foster creativity and the open exchange of ideas

We value and seek out new ways of doing things and explore opportunities

We pursue excellence in everything we do We honour what we have

while seeking to improve We adapt and

Change creatively We adapt our

services for future generations



Compassion We treat each other with care

We approach each other and our community with

empathy and ask how we can help We acknowledge our differences and empower

each other to succeed We care about

each other and our community' concerns

We nurture relationships and cultivate inclusiveness and unity

We proactively listen to, respond to and support each other



Collaboration We evolve by working together

working together and learning from each other We grow by

sharing our time and ideas

We celebrate each other's achievements

We work together to achieve our common purpose

2

Community Engagement:

Council will engage with the local Aboriginal and Torres Strait Islander communities and the Metropolitan Local Aboriginal Land Council to understand their needs, aspirations, and priorities regarding economic development and procurement. Council will establish ongoing consultation mechanisms to ensure their voices are heard and supported through this strategy.

Capacity Building and Supplier Development:

Invest in initiatives that support the development and growth of Indigenous-owned businesses within the Inner West Council area. This will be achieved by working with and becoming members of organisations like Supply Nation and the Indigenous Chamber of Commerce. Our Procurement team will work closely with our Community Services & Cultural team to ensure we are communicating effectively with our local businesses.

Engagement Targets:

Set targets for Indigenous business participation in council procurement activities. These targets are realistic at 1% of total addressable procurement expenditure for verified Aboriginal or Torres Strait Islander Suppliers or products by 2025. In addition, inner West Council endeavour to have 1% of total contracts with Aboriginal and Torres Strait Islander businesses, considering the current market capacity and supplier base. Council will regularly monitor and report on progress toward meeting these targets, utilising tools like Supply Nation's SpendTracker and Council's dashboards.

Supplier Database:

Establish and maintain a database of Indigenous-owned businesses, including their capabilities, products, and services. A panel of suppliers will be created in VendorPanel and be identified in TechOne. This database will be easily accessible to council staff involved in procurement processes, enabling them to identify and engage Indigenous suppliers when relevant.

Attachment 1

3



Awareness and Training:

The procurement team will conduct training sessions and awareness programs for council staff involved in procurement, highlighting the importance of Indigenous procurement and providing guidance on best practices. This education should encompass cultural sensitivity and understanding of Indigenous protocols and customs.

Partnerships and Collaborations:

Council will continue to foster partnerships and collaborations with other organisations and agencies that have expertise in Indigenous procurement, such as SSROC and Local Government Procurement. Collaborative efforts can help leverage resources, share knowledge, and amplify the impact of the strategy.

Monitoring and Evaluation:

Council will establish a robust monitoring and evaluation framework to assess the effectiveness of the Indigenous procurement strategy. Regularly review progress, identify areas for improvement, and celebrate successes. Council will use feedback from Indigenous businesses and the local community to refine and enhance the strategy over time.

Council will continue to seek feedback and input from Indigenous business owners and entrepreneurs to inform policy and program development.

Version	Amended By	Changes Made	Date	ECM Document #
1	Marea Getsios Manager Procurement & Contracts	New Strategy	September 2023	
	Endorsed by:	Notes:	Date	ECM Document #
1			September 2023	

Version Control – Strategy History:

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Item No:C0324(1) Item 9Subject:UPDATE ON CREATIVE USE OF TOWN HALLSPrepared By:Scott Mullen - Strategic Investments and Property ManagerAuthorised By:Kelly Loveridge - Director Corporate

RECOMMENDATION

- 1. That Council endorse the immediate procurement of audio, lighting, and other necessary technical equipment to support the activation of creative spaces within the town halls, to be funded through the third quarter budget review process.
- 2. That Council note the inclusion of a capital works program for refurbishment works for Marrickville Town Hall within the draft FY24/25 draft budget.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

The implementation of the Creative Use of Council Venues Pilot Program (Pilot Program) is part of the initiatives set out in the Arts and Music Recovery Plan, endorsed by Council in May 2023.

The Pilot Program was implemented in the second half of 2023 and recommends for the immediate procurement of audio, lighting, and other necessary technical equipment to support the ongoing activation of creative spaces within the town halls, with \$436,000 to be funded through the third quarter budget process.

Council staff have also worked with the Marrickville Town Hall Steering Committee to design recommendations for a more substantial fit out of Marrickville Town Hall. It is proposed that the ground floor rooms be developed as studio and micro presentation spaces and that a multi-functional basement space with soundproofed studios be developed as part of the same program. A budget allocation of \$365,000 has been provided in the draft FY24/25 budget currently under development.

BACKGROUND

At the council meeting held on 5 December 2023, Council considered a report discussing design recommendations for the fit out of the town halls generally, and in particular the Marrickville Town Hall basement space and ground floor rooms.

At that meeting, Council resolved in part:

That Council consider expenditure for the fit-out of town halls for artistic purposes, including Marrickville Town Hall, as part of the budget workshop process in early 2024, considering a baseline of equipment that can activate spaces and harmonise the experience of hirers and patrons in our town halls.

DISCUSSION

Pilot Program of Town Hall Activations/Creative Space

The Pilot Program provided critical learning as to how Council spaces can best serve the creative community. Preliminary costings to estimate the infrastructure needed for each town hall to be functional were identified and are provided below.

Ongoing activation of town halls

General Town Hall sound and lighting technical recommendations include a sound mixing system, speakers, microphone, lighting rig and controllers, a projector and screen.

The supply and installation will vary for each town hall, and the estimate for the general recommendations is \$40,000 per town hall.

Procurement planning is currently underway to ensure the prompt delivery of this key audio and furniture equipment to best support the continued use of our town hall spaces.

Activation of Marrickville Town Hall ground floor

Separate to the above general recommendations, the Pilot Program also recommended additional technical and furniture and fit out recommendations for Marrickville Town Hall, with a focus on providing multi-functional spaces and studios.

For the ground level spaces, as well as sound mixing system, speakers, microphone, lighting rig and controller, a portable stage will be included to enable the largest space to be used for presentations.

Similar to the other town halls, procurement is currently underway to ensure the prompt delivery of this key audio and furniture equipment for these spaces.

Activation of Marrickville Town Hall basement

The opportunities provided in the basement include being able to set it up as a multi-functional black box, that can be arranged to suit a variety of performance modes.

Attached to the main space in the basement are two rooms with separate access from carpark. These rooms are intended to be soundproofed and fitted out as music rehearsal / recording studios which can be independently accessed alongside the main space.

When there are presentation outcomes in the main space, these rehearsal / recording studios can be used as dressing rooms given their proximity to the main space.

There is a third room with separate access from Petersham Road, that is also intended to be soundproofed and fitted out as a music rehearsal / recording studio.

Procurement planning is currently underway to seek advice on the different options that might be considered for the design, construction, and costs to establish each of the soundproofed music rehearsal / recording studios.

Item 9

Town Hall	Equipment	Timing	Description	Budget
All 7 Town Hall spaces	General Audio and lighting and mirrors (As required for specific spaces)	Immediate	Sound mixing system, speakers, microphone, lighting rig and controllers, a projector and screen	\$280,000 \$40,000 per town hall (supply and installation)
Marrickville – Ground level rooms	General Audio and lighting plus staging	Immediate	Portable sound mixing system, speakers, microphone, lighting rig and controllers, a projector and screen, staging.	\$60,000 \$20,000 per room
Marrickville – Basement General	Specific furniture, fittings including flooring, curtains	1 to 3 months	Portable items and furniture include sound mixing system, speakers, microphone, lighting rig and controllers, a projector and screen and staging with access ramp, and tiered seating, chairs, and trestle tables. Fit out and furniture to include timber sprung floor with Tarkett overlay, mirrors, retractable black theatre curtains.	\$341,000
Marrickville – Basement Soundproofed studios	x 3 with specific design related requirements and construction	1 to 3 months	Consultant to provide specialist advice for conversion of rooms to create soundproofed studios.	\$120,000 (\$40,000 per room x 3 Final budget to be confirmed once the studios have been designed).
			TOTAL	\$801,000

Promoting the availability of town halls

The Living Arts team will continue to engage with Pilot Program participants and a social media campaign is being planned to build community awareness on the availability of the town halls. Advertising banners and flags are also being designed and procured to help promote this around each of the town hall sites.

Bookings

The spaces across all of the town halls (excluding Marrickville Town Hall basement) will be available to be booked by the community via the existing venue hire booking system, with the basement to be directly managed by the Venues team in collaboration with the Living Arts team.

FINANCIAL IMPLICATIONS

To enable the prompt procurement of portable staging, seating and critical audio equipment, a capital budget of \$436,000 is proposed to be allocated to this project through the third quarter budget review process.

The proposed fit out program of capital works, including key refurbishment works at Marrickville Town Hall is estimated at \$365,000 and has been incorporated into the draft FY 24/25 budget, as previously resolved.



As part of the budget development process for FY24/25, Council is also considering Fees and Charges for the use of the town halls. At this time it is suggested that the fees associated for creatives use hire of town halls, may be aligned to that charged to Not for Profit groups, based on published eligibility criteria.

ATTACHMENTS

Nil.



Item No: C0324(1) Item 10

Subject: HOUSEHOLD RAINWATER TANKS

Prepared By: Luke Murtas - Senior Manager Environment and Sustainability

Authorised By: Simone Plummer - Director Planning

RECOMMENDATION

- 1. That Council endorse the renewed approach to the Rainwater Tank Incentive Scheme which will make it more accessible to residents across the Inner West by:
 - (a) making the engagement component available online on a regular basis, supported by other web resources;
 - (b) for residents who seek a face-to-face seminar, utilising the space at Council's Sustainability Hub at Summer Hill to provide engagement with staff; and
 - (c) removing the need for a staff member to physically inspect residents' homes, relying instead on photographs supplied by residents and professional certification from licensed tradespeople.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

1: An ecologically sustainable Inner West

EXECUTIVE SUMMARY

Council's Urban Ecology team provides a rebate-style incentive scheme to increase the take up of rainwater tanks in residential buildings (including multi-unit development) across the Inner West. The delivery of this service was sporadic both during and since covid, most recently due to staffing changes and within the Ecology team,. The team is exploring the most efficient ways to deliver this program to Inner West residents going forward and recommends making use of Council's online presence and Sustainability Hub to maximise uptake of the scheme.

BACKGROUND

At the Council meeting held on 5 December 2023, Council resolved:

- 1. That Council request Officers report to Council no later than April 2024 on ways Council is working to increase the uptake of household rainwater tanks across the Inner West Council Area, noting the likelihood we are entering a period of extended drought.
- 2. That as part of the report:
 - a) provide data on the uptake of the Inner West Council Rainwater Tank Incentive Scheme, Rainwater Tank Rebate Program, and other initiatives;
 - b) note ways Council is working with the NSW State Government, Sydney Water, Australian Federal Government, and other councils to expand the number of household rainwater tanks in the Inner West;
 - c) barriers to residents installing household rainwater tanks and opportunities to eliminate or minimise these barriers;

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- d) a brief overview of planning regulations governing the installation of rainwater tanks and any opportunities to remove or minimise regulatory barriers at the State or local government level;
- e) opportunities to assist renters, social housing tenants and residents living in multi-unit dwellings to harvest and store water;
- f) ways Council could increase the uptake of household water tanks; and
- g) other information of note.

The most effective way to reduce reliance on Sydney's water supply for use on gardens, toilets and washing is by installing rainwater tanks in residential buildings. This has the dual benefit of reducing stormwater runoff from developed urban land which can help mitigate the impact of turbidity and pollution in our waterways including the Cooks and Parramatta Rivers, which Council is committed to protecting.

New dwellings are required by state planning controls to install rainwater tanks. However, much of the residential land in the Inner West is not captured by this requirement or is not actively "redeveloping" in a DA or renovation.

Inner West residents report that they value the local environment highly. In order to encourage a greater cohort of Inner West households to take up practical, private measures such as rainwater tanks on their own land, Council's Ecology team runs a rebate-style incentive scheme to increase the take up of rainwater tanks in residential buildings (including multi-unit development) across the Inner West.

Briefly, the program includes:

- (step 1) Eligibility criteria for example, the scheme does not apply to homes which are required to install a tank under BASIX or by a DA condition
- (step 2) Residents submit a completed application form
- (step 3) A requirement for residents to attend an educational seminar which provides information about the environmental benefits of rainwater harvesting and how to select the right rainwater tank for your site
- (step 4) A requirement to submit installation details certified by a licensed plumber, and
- (step 5) Council staff physically confirm installation and connection of the rainwater tank.

The incentive scheme works on a sliding scale summarised as follows:

- A standard incentive for a tank of 10c per litre (eg. 2000L x \$0.10 = \$200)
- An additional amount for connections of 13c (for 1 use) 18c (2 uses) or 20c (3 uses) which are plumbed to the tank
- An additional incentive of 50% for low-income households
- An additional \$500 flat rate to body corporate for tanks in common areas of strata development, and
- A maximum rebate of \$2000 (\$3000 if low-income).

The program is funded through Council's stormwater levy and is a joint project between Council's Ecology team and stormwater Engineers, particularly given that the major secondary benefit is a reduced burden on Council's stormwater assets.

DISCUSSION

The engagement seminar component of the Rainwater Tank Incentive Scheme ("step 3" above) is conducted face-to-face by the policy staff in the Ecology team. The delivery of this service was sporadic due to staffing changes and challenges within the Ecology team and pre-

Covid service levels have not been restored. In the 2022-23 year, there were only 4 applications, with 1 invalid, and the average was seeking a \$1000 rebate. The Ecology team now has a full complement of staff and has reviewed the program, identifying areas which can improve efficiency and community engagement.

Council's experience in delivering engagements flexibly during covid indicates that an online offer for the seminar is a popular option for many time-poor Inner West residents. On the other hand, given that the program involves physical infrastructure and a face-to-face offering remains popular for some residents, retaining this option as part of a suite of offerings is recommended. Based on feedback from the cohort of recent applicants, it is considered appropriate to offer a principally online seminar to residents at a convenient, scheduled time.

In addition, it is proposed to utilise the Inner West Sustainability Hub when face-to-face meetings are required by residents, given that the previous location (the deck at Petersham Service Centre) is not well suited to public meetings. The Hub site offers a collaborative sustainability meeting space with workshops room and open-air garden area where a rainwater tank can be demonstrated for residents. Separately from the incentive scheme itself, the rainwater tank engagement seminar could be held from the Hub as a scheduled community education event which could also initiate further interest in household rainwater tanks.

One of the key barriers identified by Ecology, stormwater and planning staff to the installation of rainwater tanks in the Inner West is the nature and size of the allotments that are prevalent in the LGA. One of the key learnings in the engagement seminar is around selecting the right tank for the site, including providing our residents with information about options like bladder tanks, slim line tanks and other options for small and narrow sites which they may not be aware of. Choosing the correct tank will also allow a good balance between built-upon and open space in a compromised back yard. This is the principal reason that it is recommended the seminar remains a core part of the incentive scheme.

New dwellings and alterations and additions over \$50k are generally required to install rainwater tanks under BASIX, and these installations do not fall under the incentives scheme. Many other properties can install tanks without needing planning approval under the Exempt and Complying Development SEPP, however limiting factors for Inner West properties include:

- If a heritage property must be in the rear yard
- Must be 450mm from any lot boundary
- Must be no more than 1.8m high
- Must not involve 1m cut or fill

Inner West suburbs which feature narrow lots or row housing, along with other inner areas such as Glebe, Darlinghurst, or Redfern, will have difficulty in particular with the lot-boundary setback control in the SEPP. If a resident wants to do the right thing environmentally and capture rainwater, but also maintain a reasonably dimensioned rear yard, this will become difficult if the side passage area does not provide sufficient width to fit even a slim line rainwater tank with a 450mm setback to the side fence. Although there is a reasonable case for an "inner city" variation to this clause, it may not be possible to modify a universal policy applicable to the state.

There would potentially be the opportunity to explore planning provisions which encourage the uptake of sustainability measures such as rainwater tanks when Council considers a future Inner West Development Control Plan.

The current program makes provision for strata titled blocks and would be available to community housing providers; but does not currently provision for renters or tenants (given that a rainwater tank and connection to internal plumbing would be a significant installation which would require owner approval and co-investment). The scheme currently makes

significant provision for low-income households, which could be increased should Council see fit. Alternatively, Council could offer environmental or community grants for projects of this type.

To further improve the timeliness and accessibility of the service, it is recommended to remove the requirement to have staff inspect the tank connection. This is particularly given that residents have supplied evidence of connection including photos and certification from their plumber with the application form. Removing this step will speed up the rebate process and allow staff to concentrate on the key environmental, rather than administrative, aspects of the program.

Council's work in this area is not supported by state or Federal government grants or programs at this stage. It should be noted that Council will become the host of the Parramatta River Catchment Group ("PRCG") from July 2024, in which Sydney Water is also a partner. The PRCG has a NSW state government-funded stormwater audit officer as part of their team, and although currently focused on auditing WSUD devices, this role could focus in future on residential impact on our waterways and stormwater. In addition, the PRCG is made up of other staff members who will collaborate closely with Inner West staff and residents on river health, stormwater, biodiversity and catchment issues.

FINANCIAL IMPLICATIONS

There are no additional financial implications associated with the implementation of the proposed recommendations outlined in the report. The incentive scheme is within the current Ecology budget was not fully subscribed last financial year.

ATTACHMENTS

Nil.

Item No: C0324(1) Item 11

Subject: INCLUSIVE PLAYGROUNDS PROGRESS UPDATE

Council at its meeting on 13 February 2024 resolved that the matter be deferred to the meeting to be held on 05 March 2024.

Prepared By: Michael Craven - Capital Projects Manager

Authorised By: Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

Council, in partnership with the Touched by Olivia Foundation, identified 5 locations for inclusive playgrounds, one in each council ward within Inner West Council as follows:

Balmain / Baludarri Ward - King George Park. Leichhardt / Gulgadya Ward - Richard Murden Reserve. Stanmore / Damun Ward - Camperdown Park. Marrickville / Midjuburi Ward - Steel Park. Ashfield / Djrrawunang Ward - Centenary Park.

The planned delivery schedule for the Inclusive Playground Program extends over 5 years, commencing from 2022/23.

The King George Park inclusive playground design has now been completed and the tender process is currently underway with a schedule to complete by Spring 2024.

To reduce the overall duration to deliver the program, the program currently seeks to undertake the construction of the first location, while designing the second location and so on rather than finishing one location over two years and then moving to the next location over two years and so on. The latter approach doubling the required time to deliver the program.

The planned approach also takes into account sustainable resource delivery of the program and considers the overall funding constraints to the capital works program.

As such, there is no opportunity to accelerate the program.

BACKGROUND

At the Council Meeting held on 10 May 2022, Council resolved the following in part:

3. Commit to establishing an inclusive playground in each ward by:

FR FR

- a) Identifying a planned playground upgrade in each ward that could be appropriately developed as an inclusive play space, including King Georges Park, Rozelle;
- b) Working with a reputable third party to better engage children with disability and their families in the codesign of these play spaces, incorporating the codesign principles developed by the Social Strategy Advisory Committee;
- c) Allocating \$50,000 in the 2022-2023 Budget for consultation, planning and design and \$2 million for construction in 2023-2024 Budget;
- d) Directing staff to investigate further grant and funding opportunities; and
- e) Incorporating this approach into either or both of council's draft Recreation Study and upcoming draft Playground Strategy, as appropriate.

Following the May resolution, Council partnered with Touched by Olivia who are a charity that drives community connections to create inclusive communities. They assisted in identifying suitable locations for an inclusive playground in each council ward. At the completion of the investigation, Touched by Olivia provided feedback on the potential locations for inclusive playgrounds.

The resulting locations and its brief scope are as follows:

Balmain / Baludarri - King George Park – A full redesign of the playground including a new amenities building nearby. It should be noted that the carpark was upgraded last year with 3 new accessible carparking spaces, and accessible pathways to the playground entry delivered to future proof it for the delivery of the playground.

Leichhardt / Gulgadya - Richard Murden Reserve – This location was viewed as a highly suitable site, with existing on site parking, flat terrain and an existing playground and amenities building that can be redesigned to provide an inclusive space.

Ashfield / Djrrawunang - Centenary Park – The works are planned to involve the redesign of existing playground, path connections, parking and possible additional amenities.

Marrickville / Midjuburi - Steel Park – This location has an existing high quality inclusive playground which was completed in 2019 and incorporates a water play park. The park could be enhanced with an amenities upgrade with adult change facilities and improved path connections.

Stanmore / Damun - Camperdown Park – The works are planned to involve the playground, parking, path connection and amenities improvements. The park was last upgraded in 2018, and the proposed works would enhance on those work for inclusiveness.

The planned delivery schedule to realise the vision for these locations and to form the Inclusive Playground Program (and its budgeted amount in the delivery plan) is as follows:

Year	Location	Activity	Budget
22-23	All	Location review	\$20,000
	King George Park	Design procurement	
23-24	King George Park	Design &	\$2,000,000
	Richard Murden Reserve	construction	
		Design &	
		engagement	
24-25	Richard Murden Reserve	Construction	\$2,000,000
	Cententary Park	Design	
26-27	Cententary Park	Construction	\$2,000,000
	Camperdown & Steel Park	Design &	
		engagement	

|--|--|

27-28	Camperdown & Steel Park	Construction	\$2,000,000
Total			\$8,020,000

At the Council Meeting held on 21 November 2023, Council resolved the following in part:

That with reference to 4.3.2.7 (inclusive playgrounds), in February 2024, Council staff report on the progress of the construction of an inclusive playground in every ward and detail options to accelerate the program of works.

DISCUSSION

Inclusive Playground Progress Update

In line with the planned delivery schedule for the Inclusive Playground Program, Council commenced the Balmain / Baludarri ward - King George Park Inclusive Playground project in 2023.

The first stage of works, Council engaged a suitably qualified design consultant to develop the concept and detailed design for the King George Park Inclusive Playground. The design staged involved the consultant providing a concept design, stakeholder and community engagement and a detailed design for construction.

Council continued to partner with Touched by Olivia foundation throughout design development.

A robust Community Consultation and Engagement Plan was developed to ensure the community and stakeholders were aware of the upgrade and empowered to have their say in its development. Several communication channels and engagement tactics were selected to ensure effective engagement, particularly with:

- Nearby residents.
- Local schools.
- Council committees and advisors.
- Community organisations (NGOs).
- People with disabilities.
- An Aboriginal cultural advisor.
- The general community; and,
- Other relevant community organisations.

Over a 2 month period, 18 Consultations were undertaken online, on-site, at schools, and phone mediums, reaching over 132 people. These consultations resulted in Design Briefs to guide the type of play experiences and supportive features which should be included in the Concept Plan for King George Park Inclusive Playground.

The most requested play experiences across the various consultation groups included a double flying fox, slides, swings, age/ability inclusive equipment, spinners, cubbies, water play, imagination play, trampolines, an obstacle course, and music play.

The most requested supportive features and inclusive playground elements across the various consultation groups include shade provision, a nearby toilet, seating and picnic tables, accessible surfaces and paths, fencing, signage, nature and planting, parking, colour, and attractive scenery.

The extensive community consultation and engagement implemented during the design stage for the King George Park Inclusive Playground, has greatly assisted to address best practice outcomes for the playground. tem 11

A Community Engagement Outcomes Report was prepared following the completion of the stakeholder and community engagement. The purpose of this report is to summarise the consultations and provide strategic direction on how King George Park Inclusive Playground can be developed to provide equitable and inclusive play opportunities to meet the overall community's needs.

The Concept Plan and detailed design were developed respecting community feedback, wherever possible, taking scope, budget, and environmental constraints into account.

The detailed design which was finalised in January 2024 aimed to address best practice outcomes for inclusive playgrounds including alignment with NSW Everyone Can Play guidelines, the NSW Public Spaces Charter, Safety in design considerations, Relevant compliance and certification requirements, Design quality assurance, Changing Places guidelines and specialist input from Touched by Olivia Foundation. During each stage of the design process, Council officers reviewed the relevant guidelines for inclusive playgrounds with the design consultant and Touched by Olivia Foundation, to ensure the design aligned with the requirements where achievable.

The King George Park inclusive playground design has now been completed and the tender process is currently underway with a schedule to complete by Spring 2024.

It should be noted that the planning and early design considerations of the Richard Murden Reserve inclusive playground has commenced, and a procurement event is currently underway for external design services. The Richard Murden Reserve inclusive playground is currently on track to the planned program.

The remainder of the program is not scheduled to commence at this time.

Review of the Inclusive Playground Program timeline

The 21 November 2023 Council resolution called for consideration to the inclusive playground program and whether it could be accelerated.

The planned delivery schedule for the Inclusive Playground Program extends over 5 years, commencing from 2022/23.

This program includes implementing the robust Community Consultation and Engagement Plan for each location to ensure the community and stakeholders are aware of the upgrade and empowered to have their say in its development.

It should be noted that consultation is undertaken online, on-site, at schools, and phone mediums, reaching a diverse and broad selection of playground users. The engagement/consultation results in Design Briefs to guide the type of play experiences and supportive features which should be included in the Concept Plan for each playground. This takes a greater duration than a standard playground project to undertake.

There are many project phases at each location to realise the inclusive playground vision though at high level these phases include: planning, concept design, engagement, detailed design, procurement and construction. This is a two year exercise at each location to ensure the correct outcome is achieved.

To reduce the overall duration to deliver the program, the program currently seeks to undertake the construction of the first location, while designing the second location and so on rather than finishing one location over two years and then moving to the next location



over two years and so on. The latter approach doubling the required time to deliver the program.

The planned approach also takes into account sustainable resource delivery of the program and considers the overall funding constraints to the capital works program.

As such, there is no opportunity to accelerate the program.

FINANCIAL IMPLICATIONS

Council allocated \$2M on this project within the 2023/24 Operational Plan, with \$1.6M now available for construction following the planning, engagement and design phases.

King George Park Playground is a complicated site due to its varying site levels which has resulted in a greater number of ramps, footpaths, stairs and retaining walls compared to a standard playground. As such this has resulted in a budget shortfall of \$300,000 to realise the full vision of the project and meet community expectations. As such, an additional \$300,000 will be allocated within the 2024/25 budget planning process to fully fund the project.

There are no further budget changes proposed to the planned program.

ATTACHMENTS

Nil.



Item 12

Item No:	C0324(1) Item 12
Subject:	COUNCIL STREETSCAPE SERVICES WEBSITE IMPROVEMENTS
	Council at its meeting on 13 February 2024 resolved that the matter be deferred to the meeting to be held on 05 March 2024.
Prepared By:	Lachlan Broadbent - Senior Manager Operations
Authorised By:	Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

Council called on staff to report on ways that the current streetscape service data can be made more accurate and accessible to the public, and on ways Council can expand their streetscape services listed on the website.

In October 2023, the updated Streetscape verge mowing webpage went live to the public with a new display and user-friendly interface tool. The existing service date spreadsheet hyperlink that was downloaded by the user via the website and then manually filtered to find the data for each street has been replaced by a user-friendly display tool. The upgrade enables users to search a particular street to which they are provided with a clear display of the last service date and the next two forecasted service dates as per the current Streetscape service levels.

The supporting data spreadsheets capture relevant service times, public holidays and operational staff rostering of a nine day fortnight to accurately forecast the service dates of the verge mowing program to improve the accuracy of the information.

The street cleaning (including high pressure cleaning) web page will follow in the same manner to provide service date information and forecasting for all streets without grass verge. The proposed completion date for this work is June 2024.

Councils' website can be further developed to include service information pertaining to: Weed spraying, park mowing, park cleaning schedules and the Civil Works maintenance work schedules. These further improvements are planned for implementation in the 2024-2025 financial year.

BACKGROUND

At the Council meeting held on 12 September 2023, Council resolved the following:

That Staff report in September with the Customer Experience Strategy in the adoption of new technologies to improve transparency around maintenance schedules so residents can know when and where maintenance is due to occur in their neighbourhood, beginning with an immediate update to the way that mowing and street sweeping schedules are made public.



At the Council meeting held on 25 October 2023, Council resolved the following:

- 1. That Council ensure verge mowing and street cleaning public data spreadsheets are accurately and frequently updated, with data cleaned and summarised so as to be more easy to read and interpret by the community.
- 2. That Council investigate ways to improve the accuracy and accessibility of these records for the public and report back on planned and possible improvements on or before February 2024.
- 3. That Council explore what other data on regularly delivered council services (including weeding, tree and garden bed plantings, number of public bins, street beautification, etc) can be made public on the website in a similar way to verge mowing and street cleaning and report back to Council on or before February 2024.

In response to the resolution, various internal stakeholders were engaged to collaborate on the development of a strategy for improving access to verge mowing and street cleaning schedules on Council's website and to provide easy, understandable and accurate data to the public for these services.

In October 2023, the updated Streetscape verge mowing webpage went live to the public with a new display and user-friendly interface tool. The existing service date spreadsheet hyperlink that was downloaded by the user via the website and then manually filtered to find the data for each street has been replaced by a user-friendly display tool. The upgrade enables users to search a particular street to which they are provided with a clear display of the last service date and the next two forecasted service dates as per the current Streetscape service levels.

The supporting data spreadsheets capture relevant service times, public holidays and operational staff rostering of a nine day fortnight to accurately forecast the service dates of the verge mowing program to improve the accuracy of the information.

Users can search any street in the Inner West that has grass verges, and they will receive clear data on the service dates for these sites. See example below:

Verge mowing dates may be subject to change due to weather and other factors impacting service delivery. Council field crews will make every effort to action the service as close as possible to the date specified for your street.					
Search your street name					
Ramsay Street HABERFIELD		CI	ear		
Address:		Ramsay Street - HABERFIELD			
Additional info:		Do not mow number 71			
Service Dates					
4/01/2024	2/02/2	2024	1/03/2024		

Verge mowing service dates

With the successful launch of the verge mowing web page upgrade, the street cleaning (including high pressure cleaning) web page will follow in the same manner to provide service date information and forecasting for all streets without grass verge. The proposed completion date for this work is June 2024.

Council's website can be further developed to include service information pertaining to: Weed spraying, park mowing, park cleaning schedules and the Civil Works maintenance work

Item 12

schedules. These further improvements are planned for implementation in the 2024-2025 financial year.

These records are an important way to improve transparency around the frequency and quality of Council services offered to inform residents, and provide greater accountability on the equal distribution of resources and services across the local government area.

FINANCIAL IMPLICATIONS

The cost to develop the verge mowing website upgrades was \$7,540 exc .GST.

It is forecasted that the additional services (street cleaning, weed spraying, park mowing, park cleaning schedules and the Civil Works maintenance work schedules) would cost in the order of \$25,000 which is planned to be funded from existing operational budgets.

ATTACHMENTS

Nil.

Item No: C0324(1) Item 13

Subject: INVESTMENT REPORT AT 31 DECEMBER 2023

Council at its meeting on 13 February 2024 resolved that the matter be deferred to the meeting to be held on 05 March 2024.

Prepared By: Chris Sleiman - Acting Chief Financial Officer

Authorised By: Kelly Loveridge - Director Corporate

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

A monthly investment report is provided to Council detailing the investment portfolio in terms of performance, percentage exposure of total portfolio, maturity date and changes in market value. During the month of December 2023:

- Council had a \$9.0m six-month term deposit mature at a rate of 5.02% pa.
- Council reinvested the proceeds across six and 12 month green and non-fossil fuel term deposits at an average rate of 5.22% pa.
- Council is preparing for the maturity of further investment in January 2024 and it appears the rates are trending down from the prior month.
- Council's entire investment portfolio remains invested, with 48% of the portfolio in nonfossil fuel lending Authorised deposit-taking institutions (ADIs), 4% of the portfolio in socially responsible investments and 48% of the portfolio in green investments.

Council's investments are reported monthly to Council in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2021 and Council's Investment Policy.

BACKGROUND

A monthly investment report is provided to Council detailing the investment portfolio in terms of performance, percentage exposure of total portfolio, maturity date and changes in market value.

The intention of investing Council's funds is to seek the most favourable return available, whilst having due consideration of risk and security for that investment type and ensuring that its liquidity requirements are being maintained; with consideration given to the preservation of capital, liquidity, and the return on investment.

Preservation of capital is the principal objective of the investment portfolio. Investments are placed in a manner that seeks to ensure security and safeguarding the investment portfolio.



This includes managing credit and interest rate risk within identified thresholds and parameters.

Council determined to proactively invest in a non-fossil fuel investment portfolio.

Legislative Requirements

All investments are to comply with the following:

- Local Government Act 1993;
- Local Government (General) Regulation 2021;
- Ministerial Investment Order dated 17 February 2011;
- Local Government Code of Accounting Practice and Financial Reporting;
- Australian Accounting Standards; and
- Division of Local Government Investment Policy Guidelines May 2010

Council's Socially Responsible Investments consist of Green Term Deposits from otherwise fossil fuel lending banks, such as CBA and Westpac and also long dated bond issues from a range of institutions and government agencies. These investments provide targeted funding to a wide range of green and socially responsible projects and initiatives. Council also utilises these investments to remain within the credit rating policy guidelines imposed by the NSW TCorp loan covenant requirements.

Certification

The Acting Chief Financial Officer Chris Sleiman as the Responsible Accounting Officer has certified that the investments listed in the attached report have been made in accordance with Section 625 of the Local Government Act 1993, Section 212 of the Local Government General Regulation 2021 and Council's Investment Policy.

DISCUSSION

Council's investments are held in various investment categories which are listed in the table below. Council's market value investment portfolio size is \$223.4m, lower than the prior month market value of \$225.1m. November 2023 investment report by Council was reported at face value. Moving forward Council will report investment portfolio as market value. All Socially Responsible Investments (SRI's) are investments that comply with the Non-Fossil Fuel standards. Council's portfolio during the month had a return of 5.09% pa, against the 'AusBond Bank Bill Index' Benchmark (4.43% pa) on a marked-to-market basis. For the past 12 months, the portfolio has returned 4.57% pa on a marked-to-market basis.

Financial markets continued their strong rally in December as inflation continues to ease and growing hopes that central banks will move towards an easing cycle (cut official interest rates) in 2024. As interest rates rise/fall the dollar valuations of existing bonds rise/fall in the market. While a bond's (or Floating Rates Notes) market value may drop below its face value (or par value) during the life of a security, providing Council does not sell the security and the issuer is sound (which all of Council's holdings are) then the bond's market value will come back to the face value by the time it matures.

Change in the value of our portfolio

As noted above, during December, Council had a \$9.0m deposit mature yielding 5.02%pa. During December, Council reinvested the proceeds as follows:

- 1. Six month non fossil fuel lending term deposit with Suncorp at a rate of 5.19% pa;
- 2. 12-month 'Green' term deposit with Westpac at a rate of 5.26% pa.

Council's entire investment portfolio remains invested, with 48% of the portfolio in non-fossil fuel lending Authorised deposit-taking institutions (ADIs), 4% of the portfolio in socially responsible investments and 48% of the portfolio in green investments.

Category	Amount	%
Green	\$106,779,926	47.79%
Socially Responsible	\$8,606,536	3.85%
Non Fossil Fuel Lending	\$108,045,539	48.36%
Total	\$223,432,001	100.00%

With the assistance of our investment advisor, we are constantly requesting Commonwealth Bank of Australia to open their 'Green' investments again. This is due to Council reaching its investment policy limits with Suncorp Bank and Bendigo & Adelaide Bank, leaving Westpac Group the only institution available to invest with.

Compliant	lssuer	Rating	Invested (\$)^	Invested (%)	Max. Limit (%)	Available (\$)
×	СВА	AA-	\$21,279,926	9.52%	50%	\$90,436,074
✓	Westpac	AA-	\$85,500,000	38.27%	50%	\$26,216,000
✓	National Housing	AAA	\$3,814,286	1.71%	50%	\$107,901,715
×	NSW TCorp	AA+	\$4,792,250	2.14%	50%	\$106,923,750
×	Suncorp Covered^^	AAA	\$5,454,438	2.44%	2.58%	\$319,695
×	Suncorp^^	A+	\$61,255,467	27.42%	30%	\$5,774,133
×	Bendigo-Adelaide	BBB+	\$22,051,947	9.87%	10%	\$291,253
×	Bank Australia	BBB	\$1,650,305	0.74%	10%	\$20,692,895
×	Grt. Southern	BBB	\$2,000,244	0.90%	10%	\$20,342,956
×	Newcastle Permanent	BBB	\$14,507,138	6.49%	10%	\$7,836,062
x	Emerald 2006-1A	Unrated	\$343,591	0.15%	0%	-\$343,591
x	Emerald 2006-1B	Unrated	\$782,408	0.35%	0%	-\$782,408
			\$223,432,001	100.00%		

^Note valuations of Council's securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.

^^Combined Suncorp assets (Covered & Term Deposits/Senior Securities): max limit is 30%

The attachments to this report summarise all investments held by Council and interest returns for periods ending 31 December 2023.

The Current Market value is required to be accounted for. The Current Market Value is a likely outcome if Council were to consider recalling the investment prior to its due date.

All investments held in the month of July were in accordance with the *Local Government Act, Local Government Regulations* and the Inner West Council Investment Policy.

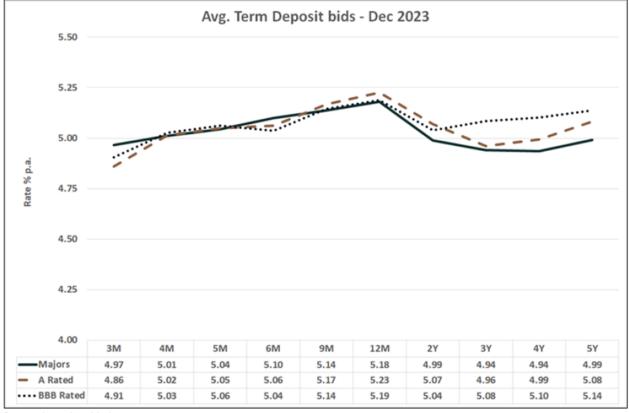
The External, Internal and Working Funds table below reflects the amount of total cash, bank and investments as at 31 December 2023.

External / Internal Restrictions & Working Funds

Reserves	December 2023
External Restrictions	122,914,647
Internal restrictions	154,449,885
Working Funds	10,071,479
	287,436,012

Reconciliation	December 2023
Bank & Cash	64,004,011
Investments	223,432,001
TOTAL	287,436,012

The chart below shows the average Term Deposit bids available for Council over the next five years.



Source: Imperium Markets

Over December, major bank deposit rates fell 5-10 basis points (bp) for 6 -12-month tenors, as the market turns its attention to potential rate cuts in 2024. At the longer-end (2-5 years), deposit rates offered by the major banks fell between 25-30bp with the banks clearly pricing in rate cuts in 2024 and into 2025. Rates are now inverse again across the longer-tenors (one-to-five-year rates), with the peak rate offered in the 12-month tenor.

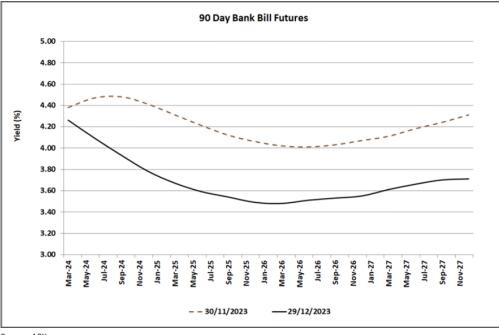


Domestic issues:

- The RBA at its December meeting kept rates on hold at 4.35% as expected. The RBA Minutes continued in their recent tradition as reading more hawkish than the post-Meeting Statement. This was particularly the case this time around given it was not clear whether the case of a rate hike was genuinely discussed in December. Adding to the hawkish tone in the December Statement was the RBA's concerns over domestic driven inflation and the need to target the mid-point of the 2-3% inflation band, rather than just the top of the band.
- Australia's unemployment rate increased to 3.9% in November (3.8% in October) despite the creation of more than 60,000 new jobs over the month. This was due to the rise in the participation rate which increased to a record high of 67.2% in November (67.0% in October) largely driven by high net migration which boosted domestic labour supply.
- Gross Domestic Product (GDP) rose by a weaker-than-expected +0.2% q/q (+2.1% y/y), signifying a clear further slowing in both domestic final demand and GDP growth, with the 'highlight' being flat Household Consumption in the quarter.
- The October goods trade surplus rose to \$7.1bn (consensus \$7.5bn). Goods exports rose (+0.4% m/m or \$0.2bn) driven by 'metal ores and minerals' (+2.3% m/m or \$0.4bn) and 'metals' (+21.6% m/m or \$0.3bn).

90 Day Bill Futures

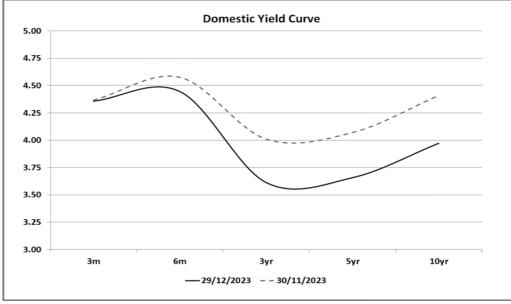
• Bill futures fell across the board this month, following the movement in the global bond market. The market has quickly turned and now focusing more on when the first rate cuts will be delivered in 2024:



Source: ASX

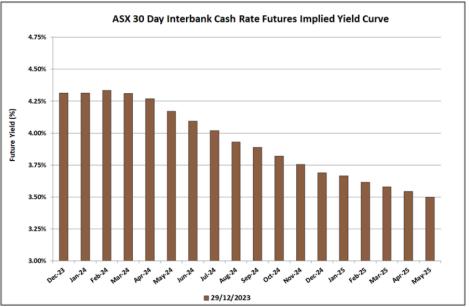
Fixed Interest Outlook

- The RBA remains on a mild tightening bias, with the Board commenting that whilst the trend in global inflation has been favourable, it was heavily caveated.
- The RBA are waiting for the Quarter four CPI to determine whether further tightening is required rather than taking a significant signal from recent offshore developments.
- Key data to influence the RBA ahead of its next policy meeting in February will be Quarter four CPI on 31 January 2024.
- Over the month, yields fell by 44bp at the long end of the curve:



Source: ASX, RBA

• The consensus from the broader market is that we have reached the peak of the interest rate cycle, though there are still a handful that believe the RBA will deliver one more rate hike (likely in Feb 2024).



Source: ASX

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

- 1.1. Inner West Council Economic and Investment Portfolio Commentary December 2023
- 2.1. Inner West Council Investment Report December 2023





Monthly Investment Review



December 2023

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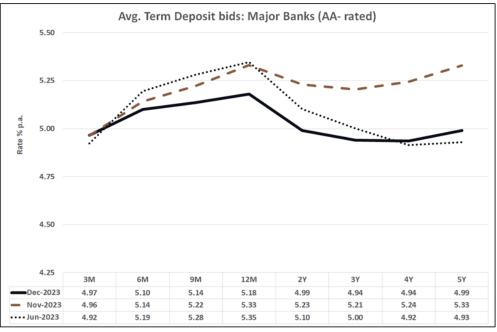




Market Update Summary

Financial markets continued their strong rally in December as inflation continues to ease and growing hopes that central banks will move towards an easing cycle (cut official interest rates) in 2024.

Over December, major bank deposit rates fell ~5–10bp for 6–12 month tenors, as the market turns its attention to potential rate cuts in 2024. Interestingly, at the longer-end (2–5 years), deposit rates offered by the majors banks fell between ~25–30bp with the banks clearly pricing in rate cuts in 2024 and into 2025. Rates are now inverse again across the longer-tenors (1–5 year rates), with the peak rate offered in the 12 month tenor.



Source: Imperium Markets

With a global economic downturn and multiple interest rate cuts being priced in coming years, investors may take an 'insurance policy' against a potentially lower rate environment by investing across 2–5 year fixed deposits, targeting rates above or close to 5% p.a. (small allocation only).

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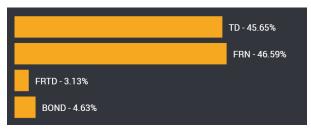
Inner West Council's Portfolio & Compliance

Asset Allocation

The majority of the portfolio is directed to FRNs (~46.6%), which includes a residual exposure to the grandfathered mortgage backed securities. The remainder of the portfolio is held in fixed and floating rate term deposits (~48.8%) and fixed bonds (~4.6%).

Senior FRNs remain relatively attractive as spreads have generally widened over the past 2 years. New issuances may be considered again on a case by case scenario. In the interim, staggering a mix of fixed deposits between 9-12 months to 3 years remains a more optimal strategy to maximise returns over a longer-term cycle.

With multiple rate cuts and a global economic downturn being priced in coming years, investors can choose to allocate a small proportion of longer-term funds and undertake an insurance policy against any potential future rate cuts by investing across 2-5 year fixed deposits, locking in and targeting yields close to or above 5% p.a.



Term to Maturity

The portfolio remains highly liquid with around 51% of assets maturing within 12 months, which exceeds the minimum 40% required level. This is suitable given the high capital outflows expected in the short-term.

There is significant capacity to invest in short-medium (1-3 years), which is where we see the current value to optimise returns in the longer-run once the immediate capital projects are delivered. Where there is (counterparty) capacity to invest in attractive medium-longer term investments, we recommend this be allocated to medium-term fixed term deposits or newly issued FRNs (refer to respective sections below).

The non-compliance in the +10 year category reflects the grandfathered Mortgage Backed Securities which have a final maturity date of +2050.



Compliant	Horizon	Invested (\$)	Invested (%)	Min. Limit (%)	Max. Limit (%)	Available (\$)
✓	0 - 12 months	\$114,752,451	51.36%	40%	100%	\$108,679,550
✓	1 – 3 years	\$80,620,754	36.08%	0%	60%	\$53,438,446
✓	3 – 5 years	\$23,118,511	10.35%	0%	30%	\$43,911,089
✓	5 – 10 years	\$3,814,286	1.71%	0%	15%	\$29,700,515
х	+10 years	\$1,125,999	0.50%	0%	0%	-\$1,125,999
		\$223,432,001	100.00%			

Counterparty

Capacity limits are often dependent on the overall movement in the portfolio's balances (inflows or capital expenditures). Overall, the portfolio is lightly diversified across the investment grade spectrum, with no exposure to the unrated ADIs.

Compliant	lssuer	Rating	Invested (\$)^	Invested (%)	Max. Limit (%)	Available (\$)
✓	СВА	AA-	\$21,279,926	9.52%	50%	\$90,436,074
✓	Westpac	AA-	\$85,500,000	38.27%	50%	\$26,216,000
✓	National Housing	AAA	\$3,814,286	1.71%	50%	\$107,901,715
✓	NSW TCorp	AA+	\$4,792,250	2.14%	50%	\$106,923,750
✓	Suncorp Covered^^	AAA	\$5,454,438	2.44%	2.58%	\$319,695
✓	Suncorp^^	A+	\$61,255,467	27.42%	30%	\$5,774,133
×	Bendigo-Adelaide	BBB+	\$22,051,947	9.87%	10%	\$291,253
×	Bank Australia	BBB	\$1,650,305	0.74%	10%	\$20,692,895
✓	Grt. Southern	BBB	\$2,000,244	0.90%	10%	\$20,342,956
✓	Newcastle Permanent	BBB	\$14,507,138	6.49%	10%	\$7,836,062
x	Emerald 2006-1A	Unrated	\$343,591	0.15%	0%	-\$343,591
x	Emerald 2006-1B	Unrated	\$782,408	0.35%	0%	-\$782,408
			\$223,432,001	100.00%		

The exposure to "Unrated" assets reflects the grandfathered Mortgage Backed Securities.

ANote valuations of Council's securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.

^^Combined Suncorp assets (Covered & Term Deposits/Senior Securities): max limit is 30%

ANZ's takeover of Suncorp was blocked by the Australian Competition and Consumer Commission (ACCC) in early August 2023, with the watchdog saying it was unconvinced the deal would deliver the public benefits claims put forward by ANZ (although ANZ has since appealed the decision).



Ethical (Environmentally, Socially Responsible or Fossil Fuel Free) Investments

Council has made the active decision to divest from the current portfolio of investments which have exposure to fossil fuels. Council will continue to favour newly issued fossil fuel-free investment products and/or ethical investments, providing it does not significantly compromise the risk and return profile of the overall investment portfolio.

The overall summary of Council's investments can be categorised as follows:

Category	Amount	%
Green	\$106,779,926	47.79%
Socially Responsible	\$8,606,536	3.85%
Non Fossil Fuel Lending	\$108,045,539	48.36%
Total	\$223,432,001	100.00%

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Credit Quality

The portfolio remains diversified from a credit ratings perspective. The portfolio is mainly directed amongst the investment grade spectrum.

All aggregate ratings categories are within the adopted Policy limits. The exposures to "Unrated" investments comprise of the grandfathered MBS investments.

Compliant	Credit Rating	Invested (\$)^	Invested (%)	Max. Limit (%)	Available (\$)
✓	AAA Category	\$9,268,723	4.15%	100%	\$214,163,277
✓	AA Category	\$111,572,176	49.94%	100%	\$111,859,825
✓	A Category	\$61,255,467	27.42%	70%	\$95,146,933
✓	BBB Category	\$40,209,635	18.00%	20%	\$4,476,765
✓	Unrated Category	\$1,125,999	0.50%	10%	\$21,217,201
		\$223,432,001	100.00%		

^Note valuations of Council's securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.

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Performance

Council's performance (excluding cash holdings) for the month ending December 2023 is summarised as follows:

Performance (Actual)	1 month	3 months	6 months	FYTD	1 year
Official Cash Rate	0.36%	1.06%	2.09%	2.09%	3.89%
AusBond Bank Bill Index	0.37%	1.06%	2.15%	2.15%	3.89%
Council's T/D Portfolio	0.44%	1.28%	2.45%	2.45%	4.34%
Council's FRTD Portfolio	0.40%	1.18%	2.36%	2.36%	4.71%
Council's FRN Portfolio	0.43%	1.24%	2.49%	2.49%	4.96%
Council's Bond Portfolio	0.22%	0.64%	1.28%	1.28%	2.55%
Council's Total Portfolio [^]	0.42%	1.23%	2.41%	2.41%	4.57%
Relative (to Bank Bills)	0.05%	0.17%	0.26%	0.26%	0.68%

^Total portfolio performance excludes Council's cash account holdings.

Performance (Annualised)	1 month	3 months	6 months	FYTD	1 year
Official Cash Rate	4.35%	4.27%	4.18%	0.59%	3.89%
AusBond Bank Bill Index	4.43%	4.26%	4.31%	0.61%	3.89%
Council's T/D Portfolio	5.32%	5.17%	4.92%	0.69%	4.34%
Council's FRTD Portfolio	4.86%	4.76%	4.73%	0.67%	4.71%
Council's FRN Portfolio	5.14%	5.02%	4.99%	0.70%	4.96%
Council's Bond Portfolio	2.63%	2.58%	2.56%	0.36%	2.55%
Council's Total Portfolio [^]	5.09%	4.97%	4.83%	0.68%	4.57%
Relative (to Bank Bills)	0.66%	0.70%	0.53%	0.07%	0.68%

ATotal portfolio performance excludes Council's cash account holdings.

For the month of December, the portfolio (excluding cash) provided a solid return of +0.42% (actual) or +5.09% p.a. (annualised), outperforming the benchmark AusBond Bank Bill Index return of +0.37% (actual) or +4.43% p.a. (annualised). The outperformance continues to be driven by a handful of deposits that were originally invested for 6–12 months, as well as the higher yielding FRNs locked in at attractive margins.



Recommendations for Council

Term Deposits

Going forward, over the long-run, Council's interest income can be increased by undertaking a slightly longer duration position (spread across 1-3 years), with rates on offer along this part of the curve likely to be offered up to ¼-½% p.a. higher compared to shorter tenors in a normal market environment. There is growing belief that multiple rate cuts and a global economic downturn is forthcoming and so locking in rates close to or above 5% p.a. across 2-5 year tenors (staggered approach) may provide some income protection against a potentially lower rate environment.

As at the end of December 2023, Council's **deposit** portfolio was yielding 5.12% p.a. (up 3bp from the previous month) with a weighted average duration of around 205 days (~6½ months). *We recommend Council extends this average duration closer to 9–12 months once the immediate capital projects are delivered*.

Please refer to the section below for further details on the Term Deposit market.

Securities

Primary (new) **FRNs** (with maturities between 3-5 years) continue to be appealing (particularly for those investors with portfolios skewed towards fixed assets) and should be considered on a case by case scenario.

Council FRNs – Recommendations for Sale/Switches

We now recommend Council sells/switches out of the following FRNs immediately, in order of preference (lowest trading margin to highest trading margin):

lssuer	Rating	Maturity Date	ISIN	Face Value	Trading Margin	Capital Price (\$)	Unrealised Gain (\$)
Suncorp	A+	30/07/2024	AU3FN0049144	\$6,000,000	+61.3bp	\$100.033	\$1,962
Suncorp	A+	30/07/2024	AU3FN0049144	\$750,000	+61.3bp	\$100.033	\$245
Suncorp	AAA	24/04/2025	AU3FN0053880	\$3,700,000	+69.8bp	\$100.464	\$17,164

The above sales would result in capital gains totalling ~\$19.4k and could easily be switched into higher yielding complying assets. We will inform Council when the opportunity arises. This will also reduce the overall exposure to Suncorp immediately.

Council's Fixed Bonds

All of Councils' fixed bonds are now at a discount to par given the rise in bond yields. *Council is likely to hold to maturity to receive its original face value back.*



Grandfathered Investments

Council holds the following 'grandfathered' Mortgage Backed Securities (MBS). The valuation as at the end of December 2023 is shown as follows:

Asset	Maturity Date	ISIN	Face Value	Current Value	Coupon Margin	~Current Trading Margin	Monthly Actual Return (%)
2006-1A	21/08/2051	AU300EMER013	\$376,024	\$343,591	+45bp	+155bp	-0.17%
2006-1B	21/08/2056	AU300EMER021	\$1,000,000	\$782,408	+75bp	+310bp	-0.81%

The MBS2006-1A security should pay its capital well before the final maturity date.

We note the liquidity of assets such as the above in the secondary market is considered very poor with large bid-ask spreads (we would indicatively suggest a bid-ask spread of around \$5-\$10 either side of the current 'fair' value). In most circumstances, bids are well below the indicated "mid" or "fair" values. As such, Council is expected to hold this asset for the long-term, potentially until it makes its final payment.

Third Party Valuer ("Arms-Length")

Imperium Markets uses an external third party provider (IBS Capital¹) who has started valuing (effective 31st March 2022) Council's holding of this asset on a daily basis (end-of-business day valuations).

IBS Capital prices all investor's securities (FRNs, bonds, mortgage backed securities) on a daily basis. We believe this is important for auditing purposes, especially when investors revaluate their assets at the end of every financial year. The revaluations of all securities on the Imperium Markets platform is NOT biased i.e. they are not provided by the bank or financial intermediary that sold the security to the client.

IBS Capital's methodology is based on extensive experience in financial markets, and it has been developed by an AFMA accredited principal. In designing the valuation methodology the following AASB directives were used – market approach valuation technique as per paragraphs 61-66 of the AASB13 Standard as well as Appendix B, Application guidance, Valuation techniques paragraph of the same document.

Where applicable, end-of-day closing prices (trading margins and yields) are crossed checked and compared with other external data providers including YieldBroker, Refinitiv and/or Bloomberg's. To make sure that adverse liquidity conditions do not influence closing prices, changes to each day's closing prices from the previous trading date are analysed. If the changes are considerably different to changes in benchmark rates, the use of interpolation, based on securities with similar characteristics such as credit rating, maturity and capital structure (level of seniority), are applied.

¹ <u>http://ibscapital.com.au/</u>

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Item 13

Item 13



Term Deposit Market Review

Current Term Deposits Rates

As at the end of December, we see value in:

Index	LT Credit Rating	Term	Rate % p.a.
ING	А	2 years	5.14%
ING	А	5 years	5.08%
ING	А	3-4 years	5.03%
Suncorp	A+	1½ years	4.95%
BoQ	BBB+	2 years	4.90%
Suncorp	A+	2 years	4.85%
Westpac	AA-	2 years	4.74%
NAB	AA-	2 years	4.70%

The above deposits are suitable for investors looking to maintain diversification and lock-in a slight premium compared to purely investing short-term.

For terms under 12 months, we believe the strongest value is currently being offered by the following ADIs (we stress that rates are indicative, dependent on daily funding requirements and different for industry segments):

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Index	LT Credit Rating	Term	Rate % p.a.
ING	А	12 months	5.32%
ING	А	9 months	5.22%
Suncorp	A+	9 months	5.17%
Suncorp	A+	12 months	5.15%
NAB	AA-	12 months	5.13%
NAB	AA-	6-11 months	5.10%
BoQ	BBB+	9 months	5.10%
Bendigo	BBB+	9 months	5.05%
BoQ	BBB+	12 months	5.05%
NAB	AA-	3-5 months	5.05%
Westpac	AA-	12 months	5.01%
BoQ	BBB+	3 months	5.00%

If Council does not require high levels of liquidity and can stagger a proportion of its investments across the longer term horizons (1–5 years), it will be rewarded over a longer-term cycle. Investing a spread of 12 months to 3 year horizons is likely to yield, on average, up to $\frac{1}{2}$ % p.a. higher compared to those investors that entirely invest in short-dated deposits (under 6–9 months).

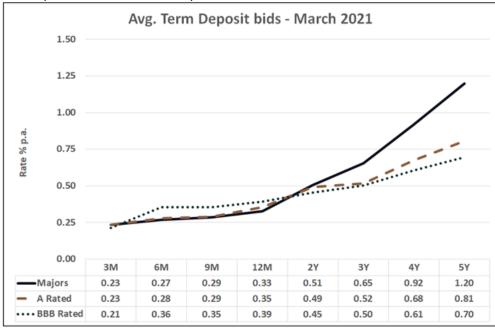
With a global economic slowdown and rate cuts being priced in coming years, investors should consider allocating some longer term surplus funds and undertake an insurance policy by investing across 2–5 year fixed deposits and locking in rates close to or above 5% p.a. This will provide some income protection if central banks decide to cut rates in future years, assuming inflation has well and truly stabilised.





Term Deposits Analysis

Pre-pandemic (March 2020), a 'normal' marketplace meant the lower rated ADIs (i.e. BBB category) were offering higher rates on term deposits compared to the higher rated ADIs (i.e. A or AA rated). But due to the cheap funding available provided by the RBA via their Term Funding Facility (TFF) during mid-2020, allowing the ADIs to borrow as low as 0.10% p.a. fixed for 3 years, those lower rated ADIs (BBB rated) did not require deposit funding from the wholesale deposit. Given the higher rated banks had more capacity to lend (as they have a greater pool of mortgage borrowers), they subsequently were offering higher deposit rates. In fact, some of the lower rated banks were not even offering deposit rates at all. As a result, most investors placed a higher proportion of their deposit investments with the higher rated (A or AA) ADIs over the past three years.



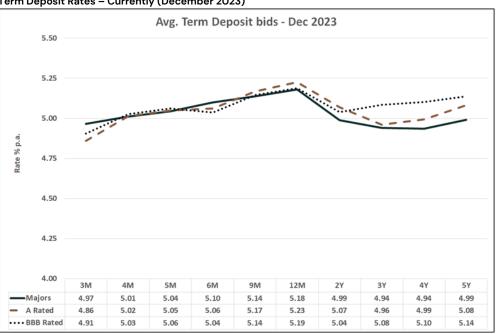
Term Deposit Rates – 12 months after pandemic (March 2021)

Source: Imperium Markets

The abnormal marketplace experienced during the pandemic is starting to reverse as the competition for deposits slowly increases. In recent months, we have started to periodically see some of the lower rated ADIs ("A" and "BBB" rated) offering slightly higher rates compared to the domestic major banks ("AA" rated) on different parts of the curve (i.e. pre-pandemic environment). Some of this has been attributed to lags in adjusting their deposit rates as some banks (mainly the lower rated ADIs) simply set their rates for the week.



Going forward, Council should have a larger opportunity to invest a higher proportion of its funds with the lower rated institutions (up to Policy limits), from which the majority are not lending to the Fossil Fuel industry. We are slowly seeing this trend emerge, although the past few months have been an exception, with the major banks repricing more rapidly to the movement in the bond market than their lower rated counterparts. This reversed somewhat over December with the lower rated institutions lagging the major banks in dropping their rates:





Source: Imperium Markets

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Regional & Unrated ADI Sector

Ratings agency S&P has commented that "mergers remain compelling for mutuals lenders" in providing smaller lenders greater economies of scale and assisting them in being able to price competitively and will see "the banking landscape will settle with a small number of larger mutual players". S&P expects that consolidation to continue over the next two years.

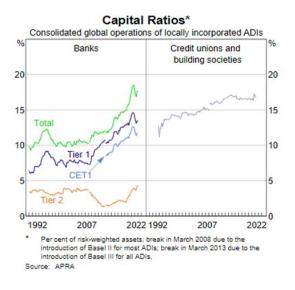
We remain supportive of the regional and unrated ADI sector (and have been even throughout the post-GFC period). They continue to remain solid, incorporate strong balance sheets, while exhibiting high levels of capital - typically, much higher compared to the higher rated ADIs. Some unrated ADIs have up to 25-40% more capital than the domestic major banks, and well above the Basel III requirements.



Overall, the lower rated ADIs (BBB and unrated) are generally now in a better financial position then they have been historically (see the Capital Ratio figure below). The financial regulator, APRA has noted that the Common Equity Tier 1 capital of Australian banks now exceeds a quarter of a trillion dollars. It has increased by \$110 billion, or more than 70%, over the past nine years. Over the same time, banks' assets have grown by 44%. Some of the extra capital is supporting growth in the banking system itself but clearly, there has been a strengthening in overall resilience and leverage in the system is lower.

We believe that deposit investments with the lower rated ADIs should be considered going forward, particularly when they offer 'above market' specials. Not only would it diversify the investment portfolio and reduce credit risk, it would also improve the portfolio's overall returns. The lower rated entities are generally deemed to be the more 'ethical' ADIs compared to the higher rated ADIs.

In the current environment of high regulation and scrutiny, all domestic (and international) ADIs continue to carry high levels of capital. There is minimal (if any) probability of any ADI defaulting on their deposits going forward – this was stress tested during the GFC and the pandemic period. APRA's mandate is to "protect depositors" and provide "financial stability".



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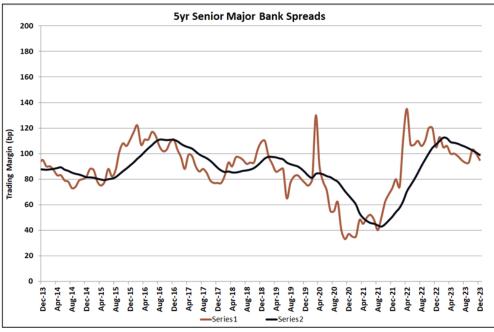
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Senior FRNs Market Review

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Over December, amongst the senior major bank FRNs, physical credit securities tightened by around 5-10bp at the long-end of the curve. Major bank senior securities remain at fair value on a historical basis (5yr margins around +95bp level).



Source: IBS Capital

During December, there was a lack of new issuances from the ADIs heading into the holiday period. The only two notable issuances were as follows:

- QBank (BBB-) 3yr senior FRN at +165bp
- BoQ (BBB+) 1yr senior FRN at +87bp

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Attachment 1



Amongst the "A" rated sector, the securities tightened by around 10bp at the longer-end of the curve. The "BBB" rated sector remained relatively flat, particularly given there is noticeably less secondary market trading. Credit securities are looking much more attractive given the widening of spreads over the past ~2 years. FRNs will continue to play a role in investor's portfolios mainly on the basis of their liquidity and the ability to roll down the curve and gross up returns over future years (in a relatively stable credit environment).

Senior FRNs (ADIs)	31/12/2023	30/11/2023
"AA" rated – 5yrs	+95bp	+100bp
"AA" rated – 3yrs	+71bp	+81bp
"A" rated – 5yrs	+125bp	+135bp
"A" rated – 3yrs	+97bp	+110bp
"BBB" rated – 3yrs	+148bp	+150bp

Source: IBS Capital

We now generally recommend switches ('benchmark' issues only) into new primary issues, out of the following senior FRNs that are maturing:

- On or before 2025 for the "AA" rated ADIs (domestic major banks);
- On or before 2024 for the "A" rated ADIs; and
- Within 6-9 months for the "BBB" rated ADIs (consider case by case).

Investors holding onto the above senior FRNs ('benchmark' issues only) in their last few years are now generally holding sub optimal investments and are not maximising returns by foregoing realised capital gains. In the current challenging economic environment, any boost in overall returns should be locked in when it is advantageous to do so, particularly as switch opportunities become available.



Senior Fixed Bonds - ADIs (Secondary Market)

With global inflation still high by historical standards, this has seen a significant lift in longer-term bond yields over the past 2 years (valuations have fallen) as markets have reacted sharply.

This has resulted in some opportunities in the secondary market. We currently see value in the following fixed bond lines, with the majority now being marked at a significant discount to par (please note supply in the secondary market may be limited on any day):

ISIN	lssuer	Rating	Capital Structure	Maturity Date	~Remain. Term (yrs)	Fixed Coupon	Indicative Yield
AU3CB0273407	UBS	A+	Senior	30/07/2025	1.60	1.20%	5.02%
AU3CB0280030	BoQ	BBB+	Senior	06/05/2026	2.36	1.40%	5.22%
AU3CB0299337	Bendigo	BBB+	Senior	15/05/2026	2.39	4.70%	5.05%
AU3CB0296168	BoQ	BBB+	Senior	27/01/2027	3.09	4.70%	5.10%

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Economic Commentary

International Market

Risk markets continued their rally in December on the back of easing inflation and central banks turning their focus on the timing of future interest rate cuts in 2024.

Across equity markets, the S&P 500 Index gained +4.42%, whilst the NASDAQ added +5.52%. Europe's main indices also experienced further gains, led by UK's FTSE (+3.75%), Germany's DAX (+3.31%) and France's CAC (+3.18%).

As widely expected, the US Federal Reserve held its policy rate unchanged at 5.25–5.50% for the third consecutive meeting. The Fed acknowledged US economic growth "*has slowed from its strong pace in the third quarter*" plus a recognition that *"inflation has eased over the past year*". The US central bank also released its latest economic projections, and its latest 'dot plot' which shows each Fed official's projection for the central bank's key short-term interest rates. The new 'dot plot' effectively eliminated any further hints of rate hikes and showed an average of 75bp of interest rate cuts over 2024, and a further 100bp of cuts in 2025.

The latest US inflation data, which was released just prior to the US central bank policy meeting in mid-December, was in line with expectations, with headline consumer price index (CPI) rising +3.1% y/y and +0.1% m/m.

UK CPI surprised sharply lower in November, the headline falling -0.2% m/m and +3.9% y/y (+4.3% expected) and the core sliding to +5.1% y/y from +5.7% (consensus +5.6%).

The European Central Bank (ECB) and Bank of England (BoE) kept their respective interest rates steady. However unlike the Fed, both the ECB and BoE maintained higher interest rates had to continue. The BoE stated monetary policy was *"likely to need to be restrictive for an extended period of time"* and *"further tightening would be required if there were evidence of more persistent inflationary pressure"*.

The Bank of Canada held its policy rate at 5.00%, its third consecutive pause, whilst maintaining a tightening bias, noting "the Governing Council is still concerned about risks to the outlook for inflation and remains prepared to raise the policy rate further if needed". Canada's employment rose a little ahead of expectation at +25k vs +14k expected. The unemployment ticked up to 5.8% from 5.7% as expected.

The MSCI World ex-Aus Index rose +4.70% for the month of December:

Index	1m	3m	1yr	3yr	5yr	10yr
S&P 500 Index	+4.42%	+11.24%	+24.23%	+8.29%	+13.73%	+9.94%
MSCI World ex-AUS	+4.70%	+11.00%	+22.04%	+5.70%	+11.09%	+6.83%
S&P ASX 200 Accum. Index	+7.26%	+8.40%	+12.42%	+9.24%	+10.28%	+7.93%
Source: S&P, MSCI						



Domestic Market

The RBA kept rates on hold at 4.35% as expected in its December meeting. The RBA Minutes continued in their recent tradition as reading more hawkish than the post-Meeting Statement. This was particularly the case this time around given it was not clear whether the case of a rate hike was genuinely discussed in December. Adding to the hawkish tone in the December Statement was the RBA's concerns over domestic driven inflation and the need to target the mid-point of the 2-3% inflation band, rather than just the top of the band.

The updated agreement between the RBA Board and the Government on key aspects of Australia's monetary and central banking framework revealed two significant changes. Firstly, the RBA will look to target the mid-point of the 2-3% inflation target. Secondly, the RBA has a dual mandate of sustained full employment and inflation (*"current maximum level of employment that is consistent with low and stable inflation"*).

Australia's unemployment rate increased to 3.9% in November (3.8% in October) despite the creation of more than 60,000 new jobs over the month. This was due to the rise in the participation rate which increased to a record high of 67.2% in November (67.0% in October) largely driven by high net migration which boosted domestic labour supply.

GDP rose by a weaker-than-expected +0.2% q/q (+2.1% y/y), signifying a clear further slowing in both domestic final demand and GDP growth, with the 'highlight' being flat Household Consumption in the quarter.

The October goods trade surplus rose to \$7.1bn (consensus \$7.5bn). Goods exports rose (+0.4% m/m or \$0.2bn) driven by 'metal ores and minerals' (+2.3% m/m or \$0.4bn) and 'metals' (+21.6% m/m or \$0.3bn).

The Australian dollar rose +2.89%, finishing the month at US68.40 cents (from US66.48 cents the previous month).

Credit Market

The global credit indices tightened again over December as risk markets continued their rally. They are now back to their levels in early 2022 (prior to the rate hike cycle from most central banks):

Index	December 2023	November 2023
CDX North American 5yr CDS	56bp	63bp
iTraxx Europe 5yr CDS	60bp	68bp
iTraxx Australia 5yr CDS	72bp	75bp

Source: Markit

Arlo Advisory - Monthly Investment Review

Attachment 1



Fixed Interest Review

Benchmark Index Returns

Index	December 2023	November 2023
Bloomberg AusBond Bank Bill Index (0+YR)	+0.37%	+0.35%
Bloomberg AusBond Composite Bond Index (0+YR)	+2.69%	+2.97%
Bloomberg AusBond Credit FRN Index (0+YR)	+0.51%	+0.45%
Bloomberg AusBond Credit Index (0+YR)	+2.10%	+1.84%
Bloomberg AusBond Treasury Index (0+YR)	+2.77%	+3.08%
Bloomberg AusBond Inflation Gov't Index (0+YR)	+4.65%	+2.47%

Source: Bloomberg

Other Key Rates

Index	December 2023	November 2023
RBA Official Cash Rate	4.35%	4.35%
90 Day (3 month) BBSW Rate	4.36%	4.37%
3yr Australian Government Bonds	3.61%	4.01%
10yr Australian Government Bonds	3.97%	4.41%
US Fed Funds Rate	5.25%-5.50%	5.25%-5.50%
2yr US Treasury Bonds	4.23%	4.73%
10yr US Treasury Bonds	3.88%	4.37%

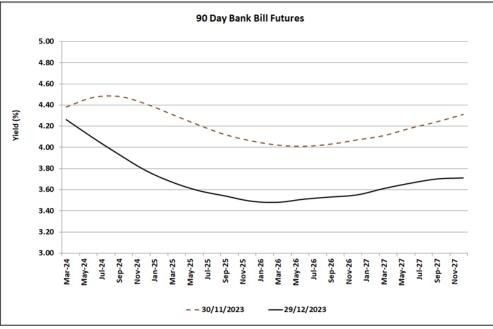
Source: RBA, ASX, US Department of Treasury





90 Day Bill Futures

Bill futures fell across the board this month, following the movement in the global bond market. The market has quickly turned and now focusing more on when the first rate cuts will be delivered in 2024:



Source: ASX

Arlo Advisory - Monthly Investment Review

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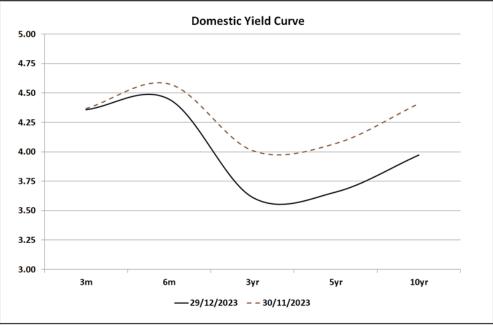




Fixed Interest Outlook

Despite signs of easing, global inflation has remained somewhat sticky across advanced economies, with elevated energy prices remaining a risk to headline inflation. There is some uncertainty when central banks will start to cut official rates in 2024. Importantly, there was a change in stance by the US Federal Reserve as their latest '*dot plot*' released in mid-December had no policymakers projecting further interest rate hikes for the first time since early 2021, with 17 of 19 Fed officials predicted lower rates by December 2024. Financial markets are now pricing in around 75-100bp of Fed rate cuts in 2024, with the first cut projected as early as March 2024.

The Fed's pivot in monetary policy stance has reduced the risk of the RBA needing to raise rates its first meeting in 2024 (February). However, we note the RBA remains on a mild tightening bias, with the Board commenting that whilst the trend in global inflation has been favourable, it was heavily caveated, consistent with the RBA waiting for the Q4 CPI to determine whether further tightening is required rather than taking significant signal from recent offshore developments. Key data to influence the RBA ahead of its next policy meeting in February will be Q4 CPI on 31 January 2024 and before then the November Monthly Inflation Indicator on 10 January 2024 which has better coverage of key services sectors.



Over the month, yields fell by 44bp at the long end of the curve:

Source: ASX, RBA

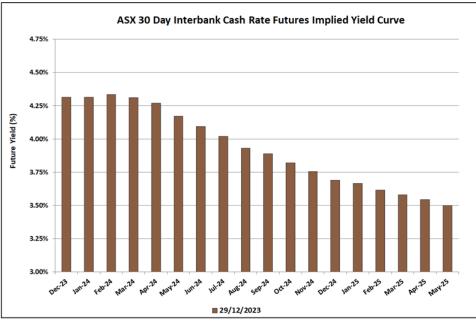
Arlo Advisory – Monthly Investment Review

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Attachment 1



The consensus from the broader market is that we have reached the peak of the interest rate cycle, though there are still a handful that believe the RBA will deliver one more rate hike (likely in Feb 2024). Interestingly, financial markets have pushed forward their rate cut expectations, with the first rate cut fully priced in by June 2024:



Source: ASX

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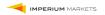
Investment Report

01/12/2023 to 31/12/2023

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Portfolio Valuation as at 31/12/2023

Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Face Value	Accrued	Accrued MTD
Westpac	AA-	TD	GREEN	At Maturity	12/09/2023	12/03/2024	4.8900	18,000,000.00	18,000,000.00	267,677.26	74,756.71
Westpac	AA-	TD	GREEN	At Maturity	20/09/2023	20/03/2024	4.9300	2,000,000.00	2,000,000.00	27,824.11	8,374.25
Westpac	AA-	TD	GREEN	At Maturity	09/11/2023	08/05/2024	5.2100	10,000,000.00	10,000,000.00	75,652.05	44,249.32
Suncorp	A+	TD	NON-FOSSIL FUEL LENDING	At Maturity	19/09/2023	21/05/2024	5.1600	7,000,000.00	7,000,000.00	102,917.26	30,677.26
Suncorp	A+	TD	NON-FOSSIL FUEL LENDING	At Maturity	06/12/2023	06/06/2024	5.1900	4,000,000.00	4,000,000.00	14,787.95	14,787.95
Westpac	AA-	TD	GREEN	Quarterly	30/06/2023	26/06/2024	5.3800	5,000,000.00	5,000,000.00	3,684.93	3,684.93
Westpac	AA-	TD	GREEN	At Maturity	28/06/2023	26/06/2024	5.3300	18,500,000.00	18,500,000.00	505,181.78	83,746.71
Westpac	AA-	FRTD	GREEN	Quarterly	30/06/2021	28/06/2024	4.6675	4,000,000.00	4,000,000.00	1,534.52	1,534.52
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	01/10/2019	30/07/2024	5.1218	750,245.25	750,000.00	6,630.28	3,262.52
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	30/07/2019	30/07/2024	5.1218	6,001,962.00	6,000,000.00	53,042.20	26,100.13
Bendigo and Adelaide	BBB+	TD	NON-FOSSIL FUEL LENDING	At Maturity	20/09/2023	18/09/2024	5.0000	12,500,000.00	12,500,000.00	176,369.86	53,082.19
Westpac	AA-	TD	GREEN	At Maturity	26/09/2023	26/09/2024	5.2200	10,000,000.00	10,000,000.00	138,723.29	44,334.25
Westpac	AA-	TD	GREEN	At Maturity	27/09/2023	26/09/2024	5.2100	10,000,000.00	10,000,000.00	137,030.14	44,249.32
Great Southern Bank	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	24/10/2019	24/10/2024	5.3473	2,000,244.00	2,000,000.00	20,217.19	9,083.08



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Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Face Value	Accrued	Accrued MTD
Westpac	AA-	TD	GREEN	At Maturity	06/12/2023	06/12/2024	5.2600	5,000,000.00	5,000,000.00	18,734.25	18,734.25
Bendigo and Adelaide	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	17/03/2022	17/03/2025	5.3425	4,003,568.00	4,000,000.00	8,196.71	8,196.71
Suncorp	AAA	FRN	NON-FOSSIL FUEL LENDING	Quarterly	27/04/2020	24/04/2025	5.3473	3,717,164.30	3,700,000.00	37,401.80	16,803.71
Bendigo and Adelaide	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	02/12/2020	02/12/2025	4.8868	5,548,379.20	5,600,000.00	20,993.16	20,993.16
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	29/10/2021	24/02/2026	4.8286	9,903,430.00	10,000,000.00	50,270.36	41,010.03
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	18/02/2022	24/02/2026	4.8286	9,903,430.00	10,000,000.00	50,270.36	41,010.03
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	24/02/2021	24/02/2026	4.8286	6,338,195.20	6,400,000.00	32,173.03	26,246.42
Newcastle Greater Mutual Group Ltd	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	04/03/2021	04/03/2026	4.9968	9,837,570.00	10,000,000.00	38,331.62	38,331.62
Westpac	AA-	FRTD	GREEN	Quarterly	30/06/2021	30/06/2026	4.7575	3,000,000.00	3,000,000.00	1,173.08	1,173.08
Suncorp	AAA	BOND	NON-FOSSIL FUEL LENDING	Semi- Annual	05/05/2020	24/08/2026	3.2500	482,576.00	500,000.00	5,787.67	1,380.14
Suncorp	AAA	BOND	NON-FOSSIL FUEL LENDING	Semi- Annual	30/04/2020	24/08/2026	3.2500	1,254,697.60	1,300,000.00	15,047.95	3,588.36
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	15/09/2021	15/09/2026	4.8300	3,701,512.50	3,750,000.00	8,435.96	8,435.96
Bank Australia	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	30/10/2023	30/10/2026	5.8418	1,650,305.25	1,650,000.00	16,637.13	8,186.52
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	10/03/2022	23/12/2026	4.7751	9,897,640.00	10,000,000.00	6,541.23	6,541.23
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	02/11/2021	23/12/2026	4.7751	4,948,820.00	5,000,000.00	3,270.62	3,270.62

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Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Face Value	Accrued	Accrued MTD
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	29/10/2021	23/12/2026	4.7751	1,484,646.00	1,500,000.00	981.18	981.18
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	23/09/2021	23/12/2026	4.7751	4,948,820.00	5,000,000.00	3,270.62	3,270.62
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	25/01/2022	25/01/2027	5.0229	13,656,692.50	13,750,000.00	128,668.81	58,657.84
Newcastle Greater Mutual Group Ltd	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	10/02/2022	10/02/2027	5.4142	4,669,568.25	4,750,000.00	36,638.56	21,842.22
NSW Treasury Corp	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi- Annual	15/11/2018	15/11/2028	3.0000	4,792,250.00	5,000,000.00	19,315.07	12,739.73
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi- Annual	10/02/2021	27/05/2030	1.5200	1,287,139.50	1,500,000.00	2,186.30	1,936.44
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi- Annual	01/07/2021	01/07/2031	1.7400	2,527,146.00	3,000,000.00	26,028.49	4,433.42
EmeraldMBS2006-1A	Unrated	FRN	MBS	Quarterly	17/07/2006	21/08/2051	4.8329	343,591.20	376,024.44	2,041.34	1,543.45
EmeraldMBS2006-1B	Unrated	FRN	MBS	Quarterly	17/07/2006	21/08/2056	5.1329	782,408.00	1,000,000.00	5,765.72	4,359.45
TOTALS								223,432,000.75	225,526,024.44	2,069,433.82	795,589.30

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Trades in Period

From: 01/12/2023 To: 31/12/2023

New Trades

Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Value	Ref
Westpac	AA-	TD	GREEN	At Maturity	06/12/2023	06/12/2024	5.2600	5,000,000.00	544703
Suncorp	A+	TD	NON-FOSSIL FUEL LENDING	At Maturity	06/12/2023	06/06/2024	5.1900	4,000,000.00	
TOTALS								9,000,000.00	



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Sell Trades

Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Sell	Yield/Margin	Face Value	Gross Value	Capital Value	Ref

No entries for this item

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Matured Trades

Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Value	Ref
Suncorp	A+	TD	NON-FOSSIL FUEL LENDING	At Maturity	01/06/2023	06/12/2023	5.0200	9,000,000.00	544141
TOTALS								9,000,000.00	

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Issuer	Rating	Туре	Purchase	Maturity	Allocation	Cost	Value	Purchase	Current	Unrealised
Suncorp	A+	FRN	01/10/2019	30/07/2024	NON-FOSSIL FUEL LENDING	750,000.00	750,245.25	100.0000	100.0327	245.25
Suncorp	A+	FRN	30/07/2019	30/07/2024	NON-FOSSIL FUEL LENDING	6,000,000.00	6,001,962.00	100.0000	100.0327	1,962.00
Great Southern Bank	BBB	FRN	24/10/2019	24/10/2024	NON-FOSSIL FUEL LENDING	2,000,000.00	2,000,244.00	100.0000	100.0122	244.00
Bendigo and Adelaide	BBB+	FRN	17/03/2022	17/03/2025	NON-FOSSIL FUEL LENDING	4,000,000.00	4,003,568.00	100.0000	100.0892	3,568.00
Suncorp	A+	FRN	27/04/2020	24/04/2025	NON-FOSSIL FUEL LENDING	3,700,000.00	3,717,164.30	100.0000	100.4639	17,164.30
Bendigo and Adelaide	BBB+	FRN	02/12/2020	02/12/2025	NON-FOSSIL FUEL LENDING	5,600,000.00	5,548,379.20	100.0000	99.0782	-51,620.80
Suncorp	A+	FRN	29/10/2021	24/02/2026	NON-FOSSIL FUEL LENDING	10,000,000.00	9,903,430.00	100.0000	99.0343	-96,570.00
Suncorp	A+	FRN	18/02/2022	24/02/2026	NON-FOSSIL FUEL LENDING	9,928,010.00	9,903,430.00	99.2801	99.0343	-24,580.00
Suncorp	A+	FRN	24/02/2021	24/02/2026	NON-FOSSIL FUEL LENDING	6,400,000.00	6,338,195.20	100.0000	99.0343	-61,804.80
Newcastle Greater Mutual Group Ltd	BBB	FRN	04/03/2021	04/03/2026	NON-FOSSIL FUEL LENDING	10,000,000.00	9,837,570.00	100.0000	98.3757	-162,430.00
Suncorp	A+	BOND	05/05/2020	24/08/2026	NON-FOSSIL FUEL LENDING	500,000.00	482,576.00	100.0000	96.5152	-17,424.00
Suncorp	A+	BOND	30/04/2020	24/08/2026	NON-FOSSIL FUEL LENDING	1,300,000.00	1,254,697.60	100.0000	96.5152	-45,302.40
Suncorp	A+	FRN	15/09/2021	15/09/2026	NON-FOSSIL FUEL LENDING	3,750,000.00	3,701,512.50	100.0000	98.7070	-48,487.50
Bank Australia	BBB	FRN	30/10/2023	30/10/2026	NON-FOSSIL FUEL LENDING	1,650,000.00	1,650,305.25	100.0000	100.0185	305.25
Commonwealth Bank	AA-	FRN	10/03/2022	23/12/2026	GREEN	10,000,000.00	9,897,640.00	100.0000	98.9764	-102,360.00
Commonwealth Bank	AA-	FRN	02/11/2021	23/12/2026	GREEN	5,000,000.00	4,948,820.00	100.0000	98.9764	-51,180.00
Commonwealth Bank	AA-	FRN	29/10/2021	23/12/2026	GREEN	1,500,000.00	1,484,646.00	100.0000	98.9764	-15,354.00
Commonwealth Bank	AA-	FRN	23/09/2021	23/12/2026	GREEN	5,000,000.00	4,948,820.00	100.0000	98.9764	-51,180.00

Unrealised Gains / Losses as at 31/12/2023

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Issuer	Rating	Туре	Purchase	Maturity	Allocation	Cost	Value	Purchase	Current	Unrealised
Suncorp	A+	FRN	25/01/2022	25/01/2027	NON-FOSSIL FUEL LENDING	13,750,000.00	13,656,692.50	100.0000	99.3214	-93,307.50
Newcastle Greater Mutual Group Ltd	BBB	FRN	10/02/2022	10/02/2027	NON-FOSSIL FUEL LENDING	4,750,000.00	4,669,568.25	100.0000	98.3067	-80,431.75
NSW Treasury Corp	AA+	BOND	15/11/2018	15/11/2028	SOCIALLY RESPONSIBLE INVESTMENT	5,000,000.00	4,792,250.00	100.0000	95.8450	-207,750.00
NHFIC	AAA	BOND	10/02/2021	27/05/2030	SOCIALLY RESPONSIBLE INVESTMENT	1,535,415.00	1,287,139.50	102.3610	85.8093	-248,275.50
NHFIC	AAA	BOND	01/07/2021	01/07/2031	SOCIALLY RESPONSIBLE INVESTMENT	3,000,000.00	2,527,146.00	100.0000	84.2382	-472,854.00
EmeraldMBS2006-1A	z	FRN	17/07/2006	21/08/2051	MBS	376,024.44	343,591.20	100.0000	91.3747	-32,433.24
EmeraldMBS2006-1B	Z	FRN	17/07/2006	21/08/2056	MBS	1,000,000.00	782,408.00	100.0000	78.2408	-217,592.00
TOTALS						116,489,449.44	114,432,000.75			-2,057,448.69

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Interest Received in Period

From: 01/12/2023 To: 31/12/2023

Periodic Interest

Issuer	Rating	Туре	Alloc	Frequency	Value	Purchase	Maturity	Coupon Date	Туре	Rate	Received
Suncorp	A+	TD	NON-FOSSIL FUEL LENDING	At Maturity	9,000,000.00	01/06/2023	06/12/2023	06/12/2023	Maturity	5.0200	232,707.95
Westpac	AA-	TD	GREEN	Quarterly	5,000,000.00	30/06/2023	26/06/2024	27/12/2023	Periodic	5.3800	67,802.74
Westpac	AA-	FRTD	GREEN	Quarterly	4,000,000.00	30/06/2021	28/06/2024	29/12/2023	Periodic	4.4500	44,378.08
Bendigo and Adelaide	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	4,000,000.00	17/03/2022	17/03/2025	18/12/2023	Periodic	5.0994	50,854.29
Bendigo and Adelaide	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	5,600,000.00	02/12/2020	02/12/2025	04/12/2023	Periodic	4.6450	64,851.84
Newcastle Greater Mutual Group Ltd	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	10,000,000.00	04/03/2021	04/03/2026	04/12/2023	Periodic	4.7550	118,549.32
Westpac	AA-	FRTD	GREEN	Quarterly	3,000,000.00	30/06/2021	30/06/2026	29/12/2023	Periodic	4.5400	33,956.71
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	3,750,000.00	15/09/2021	15/09/2026	15/12/2023	Periodic	4.6073	43,075.10
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	10,000,000.00	10/03/2022	23/12/2026	27/12/2023	Periodic	4.5488	115,900.93
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	5,000,000.00	23/09/2021	23/12/2026	27/12/2023	Periodic	4.5488	57,950.47
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	1,500,000.00	29/10/2021	23/12/2026	27/12/2023	Periodic	4.5488	17,385.14
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	5,000,000.00	02/11/2021	23/12/2026	27/12/2023	Periodic	4.5488	57,950.47
TOTALS					65,850,000.00						905,363.02



Item No:C0324(1) Item 14Subject:INVESTMENT REPORT AT 31 JANUARY 2024Prepared By:Chris Sleiman - Acting Chief Financial OfficerAuthorised By:Kelly Loveridge - Director Corporate

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

A monthly investment report is provided to Council detailing the investment portfolio in terms of performance, percentage exposure of total portfolio, maturity date and changes in market value. During the month of January 2024:

- Council invested in a \$10m six month green term deposits at a rate of 5.08% pa.
- Council is preparing for the maturity of further investments in March 2024 and it appears the rates are trending down from the prior month.
- Council's entire investment portfolio remains invested, with 46% of the portfolio in nonfossil fuel lending Authorised deposit-taking institutions (ADIs), 4% of the portfolio in socially responsible investments and 50% of the portfolio in green investments.

Council's investments are reported monthly to Council in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2021 and Council's Investment Policy.

BACKGROUND

A monthly investment report is provided to Council detailing the investment portfolio in terms of performance, percentage exposure of total portfolio, maturity date and changes in market value.

The intention of investing Council's funds is to seek the most favourable return available, whilst having due consideration of risk and security for that investment type and ensuring that its liquidity requirements are being maintained; with consideration given to the preservation of capital, liquidity, and the return on investment.

Preservation of capital is the principal objective of the investment portfolio. Investments are placed in a manner that seeks to ensure security and safeguarding the investment portfolio. This includes managing credit and interest rate risk within identified thresholds and parameters.

Council determined to proactively invest in a non-fossil fuel investment portfolio.

Legislative Requirements

All investments are to comply with the following:

- Local Government Act 1993;
- Local Government (General) Regulation 2021;
- Ministerial Investment Order dated 17 February 2011;
- Local Government Code of Accounting Practice and Financial Reporting;
- Australian Accounting Standards; and
- Division of Local Government Investment Policy Guidelines May 2010

Council's Socially Responsible Investments consist of Green Term Deposits from otherwise fossil fuel lending banks, such as CBA and Westpac and also long dated bond issues from a range of institutions and government agencies. These investments provide targeted funding to a wide range of green and socially responsible projects and initiatives. Council also utilises these investments to remain within the credit rating policy guidelines imposed by the NSW TCorp loan covenant requirements.

Certification

The Acting Chief Financial Officer Chris Sleiman as the Responsible Accounting Officer has certified that the investments listed in the attached report have been made in accordance with Section 625 of the Local Government Act 1993, Section 212 of the Local Government General Regulation 2021 and Council's Investment Policy.

DISCUSSION

Council's investments are held in various investment categories which are listed in the table below. Council's market value investment portfolio size is \$233.5m, \$10.1m higher than the prior month market value of \$223.4m. All Socially Responsible Investments (SRI's) are investments that comply with the Non-Fossil Fuel standards. Council's portfolio during the month had a return of 5.11% pa, against the 'AusBond Bank Bill Index' Benchmark (4.44% pa) on a marked-to-market basis. For the past 12 months, the portfolio has returned 4.65% pa on a marked-to-market basis.

Financial markets continued their rally in January 2024 following the shift by central banks indicating that inflationary pressures globally have receded more quickly than they had expected. The market is now clearly focused on the timing of the first interest rate cuts in 2024. As interest rates rise/fall the dollar valuations of existing bonds rise/fall in the market. While a bond's (or Floating Rates Notes) market value may drop below its face value (or par value) during the life of a security, providing Council does not sell the security and the issuer is sound (which all of Council's holdings are) then the bond's market value will come back to the face value by the time it matures.

Change in the value of our portfolio

As noted above, during January 2024, Council invested in a \$10.0m six month 'Green' term deposit with Westpac at a rate of 5.08% pa.

Council's entire investment portfolio remains invested, with 46% of the portfolio in non-fossil fuel lending Authorised deposit-taking institutions (ADIs), 4% of the portfolio in socially responsible investments and 50% of the portfolio in green investments.

Category	Amount	%
Green	\$116,789,881	50.01%
Socially Responsible	\$8,617,036	3.69%
Non Fossil Fuel Lending	\$108,126,582	46.30%
Total	\$233,533,498	100.00%

With the assistance of our investment advisor, we are constantly requesting Commonwealth Bank of Australia to open their 'Green' investments again. This is due to Council reaching its investment policy limits with Suncorp Bank and Bendigo & Adelaide Bank, leaving Westpac Group the only institution available to invest with.

Compliant	Issuer	Rating	Invested (\$)^	Invested (%)	Max. Limit (%)	Available (\$)
✓	СВА	AA-	\$21,289,881	9.12%	50%	\$95,476,868
✓	Westpac	AA-	\$95,500,000	40.89%	50%	\$21,266,749
✓	National Housing	AAA	\$3,815,336	1.63%	50%	\$112,951,413
×	NSW TCorp	AA+	\$4,801,700	2.06%	50%	\$111,965,049
×	Suncorp Covered^^	AAA	\$5,459,632	2.34%	3.75%	\$3,303,524
×	Suncorp^^	A+	\$61,296,893	26.25%	30%	\$8,763,156
×	Bendigo-Adelaide	BBB+	\$22,061,475	9.45%	10%	\$1,291,875
×	Bank Australia	BBB	\$1,651,962	0.71%	10%	\$21,701,388
×	Grt. Southern	BBB	\$2,001,422	0.86%	10%	\$21,351,928
~	Newcastle Permanent	BBB	\$14,526,129	6.22%	10%	\$8,827,221
x	Emerald 2006-1A	Unrated	\$344,081	0.15%	0%	-\$344,081
x	Emerald 2006-1B	Unrated	\$784,988	0.34%	0%	-\$784,988
			\$233,533,498	100.00%		

^Note valuations of Council's securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.

^^Combined Suncorp assets (Covered & Term Deposits/Senior Securities): max limit is 30%

The attachments to this report summarise all investments held by Council and interest returns for periods ending 31 January 2024.

The Current Market value is required to be accounted for. The Current Market Value is a likely outcome if Council were to consider recalling the investment prior to its due date.

All investments held in the month of July were in accordance with the *Local Government Act, Local Government Regulations* and the Inner West Council Investment Policy.

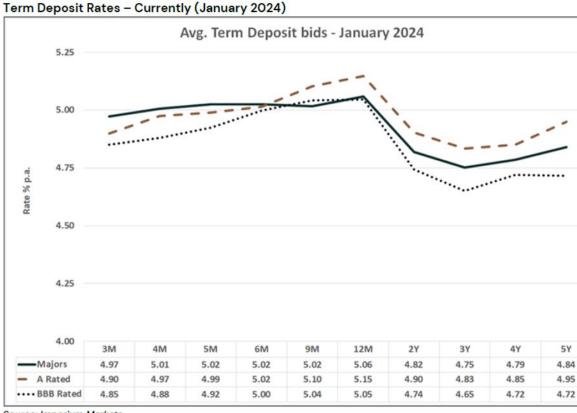
The External, Internal and Working Funds table below reflects the amount of total cash, bank and investments as at 31 January 2024.

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External / Internal Restrictions & Working Funds

Reserves	January 2024
External Restrictions	118,966,139
Internal restrictions	156,410,709
Working Funds	1,196,984
	276,573,832
Reconciliation	January 2024
Bank & Cash	43,040,334
Investments	233,533,498
TOTAL	276,573,832

The chart below shows the average Term Deposit bids available for Council over the next five years.



Source: Imperium Markets

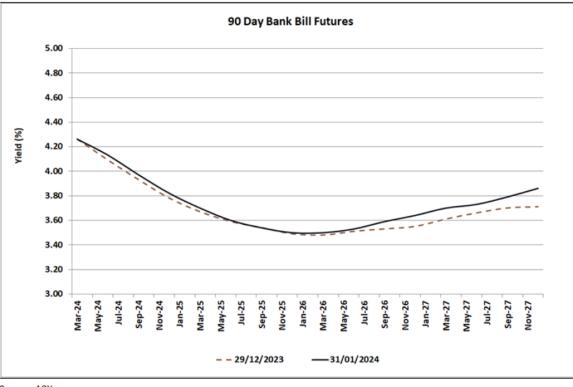
Over January 2024, major bank deposit rates were lower across the board compared to the previous month (December 2023). Major bank deposit rates dropped by as much as 12 basis points (bp) across the shorter-tenors (3-12 months) and by around 15-20bp across the longertenors (2-5 years). Major bank deposit rates are approximately 20-40bp lower than what they were 6 months ago (July 2023).

Domestic issues:

- The consumer price index (CPI) rose +0.6% during quarter four of 2023, resulting in an annual increase of +4.1%. Inflation has fallen to its lowest level in two years, dampening the chances of a further interest rate rise. The monthly measure of inflation also showed price pressures easing even further. This measure dropped to +3.4% in December from +4.3% in November. The measure of underlying inflation eased to +4.0% from +4.6%.
- Employment fell a sharp -65,100 in December 2023, following the upwardly revised +72,600 surge in November and October's +44,200. The unemployment rate was unchanged at 3.9%. Since October 2022, the unemployment rate has risen by 0.47%, highlighting that whilst the labour market remains tight, the degree of tightness in the labour market is easing.
- Retail sales rose +2.0% m/m in November 2023 (consensus +1.2%). That reflects the shift towards increased spending at Black Friday Sales rather than a trend acceleration in what remains sluggish consumer spending growth. Consumers delayed spending from October (when retail sales fell -0.4% m/m) to November and likely also pulled forward more spending from December.
- The November 2023 goods trade surplus rose to \$11.4bn (consensus \$7.3bn), from an upwardly revised \$7.7bn. The large surprise was driven by a fall back in imports (-7.9% m/m or -\$2.99bn).

90 Day Bill Futures

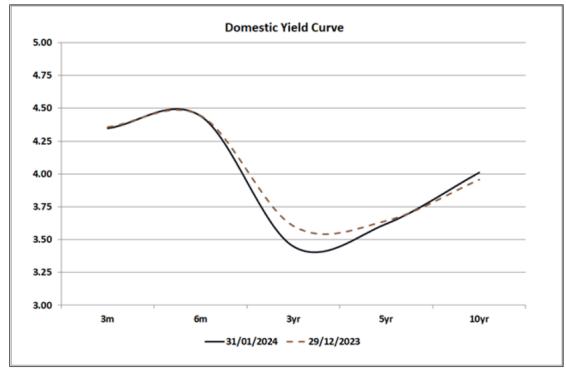
• Bill futures marginally rose at the long-end of the curve, following the movement in the global bond market. The focus from the market remains on when the first rate cut will be delivered:



Source: ASX

Fixed Interest Outlook

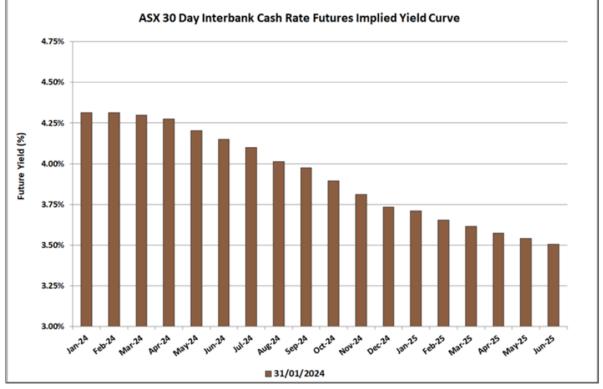
- The RBA remains on a mild tightening bias, with the Board commenting that whilst the trend in global inflation has been favourable, it was heavily caveated, consistent with them waiting for the quarter four CPI (on 31st January 2024).
- Inflation did print lower than expected, so this may allow the RBA to remove its mild tightening bias for its meeting on the 6th February 2024.



• Over the month, yields rose by 5bp at the long end of the curve:

Source: ASX, RBA

• The consensus from the broader market is that we have reached the peak of the interest rate cycle. Financial markets have pushed forward their rate cut expectations, with the first rate cut fully priced in by July 2024 following the lower than anticipated inflation number.



Source: ASX

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

- 1. Inner West Council Economic and Investment Portfolio Commentary January 2024
- 2.1 Inner West Council Investment Report January 2024





Monthly Investment Review



January 2024

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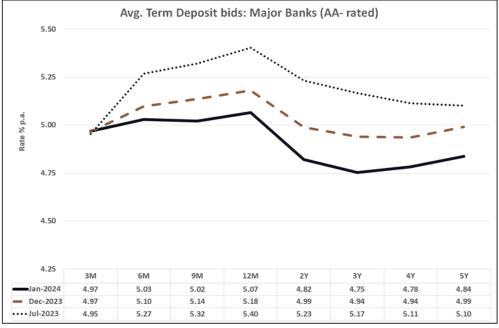




Market Update Summary

Financial markets continued their rally in January following the shift by central banks indicating that inflationary pressures globally have receded more quickly than they had expected. The market is now clearly focused on the timing of the first interest rate cuts in 2024.

Over January 2024, major bank deposit rates were lower across the board compared to the previous month (December 2023). Major bank deposit rates dropped by as much as 12bp across the shorter-tenors (3-12 months) and by around 15-20bp across the longer-tenors (2-5 years). Interestingly, major bank deposit rates are approximately 20-40bp lower than what they were 6 months ago (July 2023).



Source: Imperium Markets

With a global economic downturn and multiple interest rate cuts being priced in coming years, investors should consider taking an 'insurance policy' against a potentially lower rate environment by investing across 2–5 year fixed deposits, targeting rates above or close to 4¾–5% p.a. (small allocation only).

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Inner West Council's Portfolio & Compliance

Asset Allocation

A large proportion of the portfolio is directed to FRNs (~45%), which includes a residual exposure to the grandfathered mortgage backed securities. The remainder of the portfolio is held in fixed and floating rate term deposits (~51%) and fixed bonds (~4%).

Senior FRNs remain relatively attractive as spreads have generally widened over the past 2 years. New issuances may be considered again on a case by case scenario. In the interim, staggering a mix of fixed deposits between 9-12 months to 3 years remains a more optimal strategy to maximise returns over a longer-term cycle.

With multiple rate cuts and a global economic downturn being priced in coming years, investors can choose to allocate a small proportion of longer-term funds and undertake an insurance policy against any potential future rate cuts by investing across 2–5 year fixed deposits, locking in and targeting yields close to or above 4%–5% p.a.



Term to Maturity

The portfolio remains highly liquid with around 53% of assets maturing within 12 months, which exceeds the minimum 40% required level. This is suitable given the high capital outflows expected in the short-term.

There is significant capacity to invest in short-medium (1-3 years), which is where we see the current value to optimise returns in the longer-run once the immediate capital projects are delivered. Where there is (counterparty) capacity to invest in attractive medium-longer term investments, we recommend this be allocated to medium-term fixed term deposits or newly issued FRNs (refer to respective sections below).

The non-compliance in the +10 year category reflects the grandfathered Mortgage Backed Securities which have a final maturity date of +2050.



Compliant	Horizon	Invested (\$)	Invested (%)	Min. Limit (%)	Max. Limit (%)	Available (\$)
✓	0 - 12 months	\$124,757,261	53.42%	40%	100%	\$108,776,237
 ✓ 	1 – 3 years	\$94,351,164	40.40%	0%	60%	\$45,768,934
✓	3 – 5 years	\$9,480,669	4.06%	0%	30%	\$60,579,381
✓	5 – 10 years	\$3,815,336	1.63%	0%	15%	\$31,214,689
х	+10 years	\$1,129,069	0.48%	0%	0%	-\$1,129,069
		\$233,533,498	100.00%			

Counterparty

Capacity limits are often dependent on the overall movement in the portfolio's balances (inflows or capital expenditures). Overall, the portfolio is lightly diversified across the investment grade spectrum, with no exposure to the unrated ADIs.

Compliant	lssuer	Rating	Invested (\$)^	Invested (%)	Max. Limit (%)	Available (\$)
✓	СВА	AA-	\$21,289,881	9.12%	50%	\$95,476,868
✓	Westpac	AA-	\$95,500,000	40.89%	50%	\$21,266,749
✓	National Housing	AAA	\$3,815,336	1.63%	50%	\$112,951,413
✓	NSW TCorp	AA+	\$4,801,700	2.06%	50%	\$111,965,049
✓	Suncorp Covered^^	AAA	\$5,459,632	2.34%	3.75%	\$3,303,524
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✓	Bendigo-Adelaide	BBB+	\$22,061,475	9.45%	10%	\$1,291,875
×	Bank Australia	BBB	\$1,651,962	0.71%	10%	\$21,701,388
✓	Grt. Southern	BBB	\$2,001,422	0.86%	10%	\$21,351,928
✓	Newcastle Permanent	BBB	\$14,526,129	6.22%	10%	\$8,827,221
x	Emerald 2006-1A	Unrated	\$344,081	0.15%	0%	-\$344,081
x	Emerald 2006-1B	Unrated	\$784,988	0.34%	0%	-\$784,988
			\$233,533,498	100.00%		

The exposure to "Unrated" assets reflects the grandfathered Mortgage Backed Securities.

ANote valuations of Council's securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.

^^Combined Suncorp assets (Covered & Term Deposits/Senior Securities): max limit is 30%

ANZ's takeover of Suncorp was blocked by the Australian Competition and Consumer Commission (ACCC) in early August 2023, with the watchdog saying it was unconvinced the deal would deliver the public benefits claims put forward by ANZ (although ANZ has since appealed the decision).



Ethical (Environmentally, Socially Responsible or Fossil Fuel Free) Investments

Council has made the active decision to divest from the current portfolio of investments which have exposure to fossil fuels. Council will continue to favour newly issued fossil fuel-free investment products and/or ethical investments, providing it does not significantly compromise the risk and return profile of the overall investment portfolio.

The overall summary of Council's investments can be categorised as follows:

Category	Amount	%
Green	\$116,789,881	50.01%
Socially Responsible	\$8,617,036	3.69%
Non Fossil Fuel Lending	\$108,126,582	46.30%
Total	\$233,533,498	100.00%

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Credit Quality

The portfolio remains diversified from a credit ratings perspective. The portfolio is mainly directed amongst the investment grade spectrum.

All aggregate ratings categories are within the adopted Policy limits. The exposures to "Unrated" investments comprise of the grandfathered MBS investments.

Compliant	Credit Rating	Invested (\$)^	Invested (%)	Max. Limit (%)	Available (\$)
✓	AAA Category	\$9,274,968	3.97%	100%	\$224,258,530
✓	AA Category	\$121,591,581	52.07%	100%	\$111,941,917
✓	A Category	\$61,296,893	26.25%	70%	\$102,176,555
✓	BBB Category	\$40,240,988	17.23%	20%	\$6,465,712
✓	Unrated Category	\$1,129,069	0.48%	10%	\$22,224,281
		\$233,533,498	100.00%		

^Note valuations of Council's securities on the Imperium Markets platform are marked-to-market and priced on a daily basis from an independent third party provider.

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Attachment 1

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Performance

Council's performance (excluding cash holdings) for the month ending January 2024 is summarised as follows:

Performance (Actual)	1 month	3 months	6 months	FYTD	1 year
Official Cash Rate	0.36%	1.08%	2.11%	2.46%	4.00%
AusBond Bank Bill Index	0.37%	1.09%	2.15%	2.53%	4.00%
Council's T/D Portfolio	0.44%	1.29%	2.49%	2.89%	4.48%
Council's FRTD Portfolio	0.40%	1.18%	2.36%	2.76%	4.71%
Council's FRN Portfolio	0.43%	1.25%	2.50%	2.92%	4.98%
Council's Bond Portfolio	0.22%	0.64%	1.28%	1.50%	2.55%
Council's Total Portfolio^	0.42%	1.24%	2.43%	2.83%	4.65%
Relative (to Bank Bills)	0.05%	0.14%	0.29%	0.31%	0.65%

^Total portfolio performance excludes Council's cash account holdings.

Performance (Annualised)	1 month	3 months	6 months	FYTD	1 year
Official Cash Rate	4.35%	4.35%	4.22%	0.68%	4.00%
AusBond Bank Bill Index	4.44%	4.41%	4.30%	0.70%	4.00%
Council's T/D Portfolio	5.32%	5.20%	5.00%	0.80%	4.48%
Council's FRTD Portfolio	4.86%	4.76%	4.73%	0.76%	4.71%
Council's FRN Portfolio	5.16%	5.05%	5.02%	0.81%	4.98%
Council's Bond Portfolio	2.63%	2.58%	2.56%	0.42%	2.55%
Council's Total Portfolio [^]	5.11%	4.99%	4.89%	0.78%	4.65%
Relative (to Bank Bills)	0.67%	0.59%	0.59%	0.08%	0.65%

^Total portfolio performance excludes Council's cash account holdings.

For the month of January, the portfolio (excluding cash) provided a solid return of +0.42% (actual) or +5.11% p.a. (annualised), outperforming the benchmark AusBond Bank Bill Index return of +0.37% (actual) or +4.44% p.a. (annualised). The outperformance continues to be driven by a handful of deposits that were originally invested for 6-12 months, as well as the higher yielding FRNs locked in at attractive margins.

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Attachment 1

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Recommendations for Council

Term Deposits

Going forward, over the long-run, Council's interest income can be increased by undertaking a slightly longer duration position (spread across 1-3 years), with rates on offer along this part of the curve likely to be offered up to $\frac{1}{2}$, p.a. higher compared to shorter tenors in a normal market environment. There is growing belief that multiple rate cuts and a global economic downturn is forthcoming and so locking in rates close to or above 4%-5% p.a. across 1-5 year tenors (staggered approach) may provide some income protection against a potentially lower rate environment.

As at the end of January, Council's **deposit** portfolio was yielding 5.12% p.a. (unchanged from the previous month) with a weighted average duration of around 173 days (~6 months). We recommend Council extends this average duration closer to 9-12 months once the immediate capital projects are delivered.

Please refer to the section below for further details on the Term Deposit market.

Securities

Primary (new) **FRNs** (with maturities between 3-5 years) continue to be appealing (particularly for those investors with portfolios skewed towards fixed assets) and should be considered on a case by case scenario.

Council FRNs – Recommendations for Sale/Switches

We now recommend Council sells/switches out of the following FRNs immediately, in order of preference (lowest trading margin to highest trading margin):

lssuer	Rating	Maturity Date	ISIN	Face Value	Trading Margin	Capital Price (\$)	Unrealised Gain (\$)
Suncorp	A+	30/07/2024	AU3FN0049144	\$6,000,000	+55.0bp	\$100.087	\$5,190
Suncorp	A+	30/07/2024	AU3FN0049144	\$750,000	+55.0bp	\$100.087	\$649
Suncorp	AAA	24/04/2025	AU3FN0053880	\$3,700,000	+67.0bp	\$100.510	\$18,877

The above sales would result in capital gains totalling ~\$24.7k and could easily be switched into higher yielding complying assets. We will inform Council when the opportunity arises. **This will also reduce the overall exposure to Suncorp immediately**.

Council's Fixed Bonds

All of Councils' fixed bonds are now at a discount to par given the rise in bond yields. *Council is likely to hold to maturity to receive its original face value back.*

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Grandfathered Investments

Council holds the following 'grandfathered' Mortgage Backed Securities (MBS). The valuation as at the end of January 2024 is shown as follows:

Asset	Maturity Date	ISIN	Face Value	Current Value	Coupon Margin	~Current Trading Margin	Monthly Actual Return (%)
2006-1A	21/08/2051	AU300EMER013	\$376,024	\$344,081	+45bp	+155bp	+0.14%
2006-1B	21/08/2056	AU300EMER021	\$1,000,000	\$784,988	+75bp	+310bp	+0.33%

The MBS2006-1A security should pay its capital well before the final maturity date.

We note the liquidity of assets such as the above in the secondary market is considered very poor with large bid-ask spreads (we would indicatively suggest a bid-ask spread of around \$5-\$10 either side of the current 'fair' value). In most circumstances, bids are well below the indicated "mid" or "fair" values. As such, Council is expected to hold this asset for the long-term, potentially until it makes its final payment.

Third Party Valuer ("Arms-Length")

Imperium Markets uses an external third party provider (IBS Capital¹) who has started valuing (effective 31st March 2022) Council's holding of this asset on a daily basis (end-of-business day valuations).

IBS Capital prices all investor's securities (FRNs, bonds, mortgage backed securities) on a daily basis. We believe this is important for auditing purposes, especially when investors revaluate their assets at the end of every financial year. The revaluations of all securities on the Imperium Markets platform is NOT biased i.e. they are not provided by the bank or financial intermediary that sold the security to the client.

IBS Capital's methodology is based on extensive experience in financial markets, and it has been developed by an AFMA accredited principal. In designing the valuation methodology the following AASB directives were used – market approach valuation technique as per paragraphs 61-66 of the AASB13 Standard as well as Appendix B, Application guidance, Valuation techniques paragraph of the same document.

Where applicable, end-of-day closing prices (trading margins and yields) are crossed checked and compared with other external data providers including YieldBroker, Refinitiv and/or Bloomberg's. To make sure that adverse liquidity conditions do not influence closing prices, changes to each day's closing prices from the previous trading date are analysed. If the changes are considerably different to changes in benchmark rates, the use of interpolation, based on securities with similar characteristics such as credit rating, maturity and capital structure (level of seniority), are applied.

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¹ <u>http://ibscapital.com.au/</u>



Term Deposit Market Review

Current Term Deposits Rates

As at the end of January, we see value in the following (note rates likely to be at least 5–10bp lower across the board following the lower than expected inflation print on 31st January):

Index	LT Credit Rating	Term	Rate % p.a.
ING	А	5 years	5.13%
ING	А	4 years	5.02%
ING	А	2 years	4.97%
ING	А	3 years	4.95%
BoQ	BBB+	5 years	4.95%
Suncorp	A+	2 years	4.94%
BoQ	BBB+	4 years	4.90%
Suncorp	A+	3 years	4.86%
Westpac	AA-	2 years	4.76%
NAB	AA-	2 years	4.75%

The above deposits are suitable for investors looking to maintain diversification and lock-in a slight premium compared to purely investing short-term.

For terms under 12 months, we believe the strongest value is currently being offered by the following ADIs (we stress that rates are indicative, dependent on daily funding requirements and different for industry segments):



Index	LT Credit Rating	Term	Rate % p.a.
Australian Unity	BBB+	12 months	5.19%
Suncorp	A+	12 months	5.17%
ING	А	12 months	5.17%
NAB	AA-	12 months	5.15%
Suncorp	A+	9 months	5.14%
NAB	AA-	5-9 months	5.10%
Suncorp	A+	6 months	5.10%
Bendigo	BBB+	9 months	5.06%
BoQ	BBB+	9 months	5.05%
NAB	AA-	3-4 months	5.05%
Westpac	AA-	12 months	5.02%

If Council does not require high levels of liquidity and can stagger a proportion of its investments across the longer term horizons (1–5 years), it will be rewarded over a longer-term cycle. Investing a spread of 12 months to 3 year horizons is likely to yield, on average, up to $\frac{1}{2}\%$ p.a. higher compared to those investors that entirely invest in short-dated deposits (under 6–9 months).

With a global economic slowdown and rate cuts being priced in coming years, investors should strongly consider and allocate some longer term surplus funds to undertake an insurance policy by investing across 2–5 year fixed deposits and locking in rates close to or above 4%–5% p.a. This will provide some income protection with central banks now likely to cut rates at some stage later this year.

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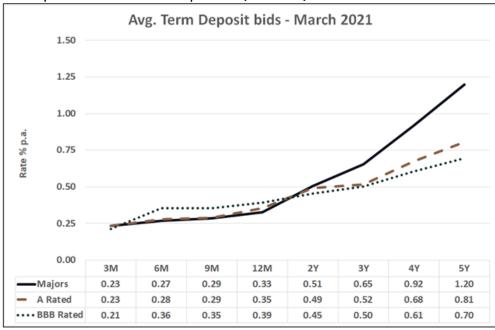
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Term Deposits Analysis

Pre-pandemic (March 2020), a 'normal' marketplace meant the lower rated ADIs (i.e. BBB category) were offering higher rates on term deposits compared to the higher rated ADIs (i.e. A or AA rated). But due to the cheap funding available provided by the RBA via their Term Funding Facility (TFF) during mid-2020, allowing the ADIs to borrow as low as 0.10% p.a. fixed for 3 years, those lower rated ADIs (BBB rated) did not require deposit funding from the wholesale deposit. Given the higher rated banks had more capacity to lend (as they have a greater pool of mortgage borrowers), they subsequently were offering higher deposit rates. In fact, some of the lower rated banks were not even offering deposit rates at all. As a result, most investors placed a higher proportion of their deposit investments with the higher rated (A or AA) ADIs over the past three years.



Term Deposit Rates - 12 months after pandemic (March 2021)

Source: Imperium Markets

The abnormal marketplace experienced during the pandemic is starting to reverse as the competition for deposits slowly increases. In recent months, we have started to periodically see some of the lower rated ADIs ("A" and "BBB" rated) offering slightly higher rates compared to the domestic major banks ("AA" rated) on different parts of the curve (i.e. pre-pandemic environment). Some of this has been attributed to lags in adjusting their deposit rates as some banks (mainly the lower rated ADIs) simply set their rates for the week.



Going forward, Council should have a larger opportunity to invest a higher proportion of its funds with the lower rated institutions (up to Policy limits), from which the majority are not lending to the Fossil Fuel industry. We are slowly seeing this trend emerge, although the past few months have been an exception, with the major banks repricing more rapidly to the movement in the bond market than their lower rated counterparts. This reversed somewhat over the past few months with the lower rated institutions (mainly "A" rated) lagging the major banks in dropping their rates:





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Source: Imperium Markets

Regional & Unrated ADI Sector

Ratings agency S&P has commented that "mergers remain compelling for mutuals lenders" in providing smaller lenders greater economies of scale and assisting them in being able to price competitively and will see "the banking landscape will settle with a small number of larger mutual players". S&P expects that consolidation to continue over the next two years.

We remain supportive of the regional and unrated ADI sector (and have been even throughout the post-GFC period). They continue to remain solid, incorporate strong balance sheets, while exhibiting high levels of capital – typically, much higher compared to the higher rated ADIs. Some unrated ADIs have up to 25-40% more capital than the domestic major banks, and well above the Basel III requirements.



Overall, the lower rated ADIs (BBB and unrated) are generally now in a better financial position then they have been historically (see the Capital Ratio figure below). The financial regulator, APRA has noted that the Common Equity Tier 1 capital of Australian banks now exceeds a quarter of a trillion dollars. It has increased by \$110 billion, or more than 70%, over the past ten years. Over the same time, banks' assets have grown by 44%. Some of the extra capital is supporting growth in the banking system itself but clearly, there has been a strengthening in overall resilience and leverage in the system is lower.

We believe that deposit investments with the lower rated ADIs should be considered going forward, particularly when they offer 'above market' specials. Not only would it diversify the investment portfolio and reduce credit risk, it would also improve the portfolio's overall returns. The lower rated entities are generally deemed to be the more 'ethical' ADIs compared to the higher rated ADIs.

In the current environment of high regulation and scrutiny, all domestic (and international) ADIs continue to carry high levels of capital. There is minimal (if any) probability of any ADI defaulting on their deposits going forward – this was stress tested during the GFC and the pandemic period. APRA's mandate is to "protect depositors" and provide "financial stability".



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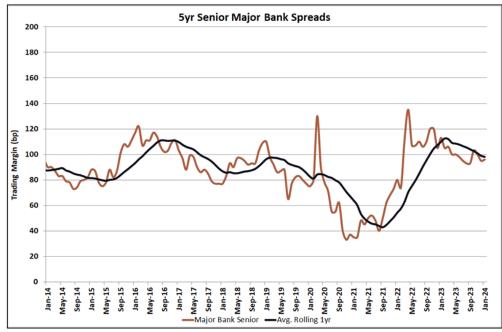


Senior FRNs Market Review

Over January, amongst the senior major bank FRNs, physical credit securities widened up to 9bp at the long-end of the curve. During the month, there were notable new issuances from:

- WBC (AA-) ~3yr & 5yr senior security at +82bp and +100bp respectively
- ANZ (AA-) 3 & 5yr senior security at +80bp and +96bp respectively
- QTC (AA+) 10yr fixed sustainable bond at 4.75% s.a.

Major bank senior securities remain at fair value on a historical basis (5yr margins around +96bp level).



Source: IBS Capital

During the month, the other new notable issuances were as follows:

- Great Southern Bank (BBB) 3yr senior FRN at +160bp
- Mizuho (A) 3yr senior FRN at +88bp
- Heritage (BBB) 3yr senior FRN at +160bp



Amongst the "A" and "BBB" rated sectors, the securities remained relatively flat at the longer-end of the curve. Credit securities are looking much more attractive given the widening of spreads over the past ~2 years. FRNs will continue to play a role in investor's portfolios mainly on the basis of their liquidity and the ability to roll down the curve and gross up returns over future years (in a relatively stable credit environment).

Senior FRNs (ADIs)	31/01/2024	31/12/2023
"AA" rated – 5yrs	+96bp	+95bp
"AA" rated – 3yrs	+80bp	+71bp
"A" rated – 5yrs	+125bp	+125bp
"A" rated – 3yrs	+99bp	+97bp
"BBB" rated – 3yrs	+148bp	+148bp

Source: IBS Capital

We now generally recommend switches ('benchmark' issues only) into new primary issues, out of the following senior FRNs that are maturing:

- On or before early 2026 for the "AA" rated ADIs (domestic major banks);
- On or before early 2025 for the "A" rated ADIs; and
- Within 6-9 months for the "BBB" rated ADIs (consider case by case).

Investors holding onto the above senior FRNs ('benchmark' issues only) in their last few years are now generally holding sub optimal investments and are not maximising returns by foregoing realised capital gains. In the current challenging economic environment, any boost in overall returns should be locked in when it is advantageous to do so, particularly as switch opportunities become available.



Senior Fixed Bonds - ADIs (Secondary Market)

With global inflation still high by historical standards, this has seen a significant lift in longer-term bond yields over the past 2 years (valuations have fallen) as markets have reacted sharply.

This has resulted in some opportunities in the secondary market. We currently see value in the following fixed bond lines, with the majority now being marked at a significant discount to par (please note supply in the secondary market may be limited on any day):

ISIN	lssuer	Rating	Capital Structure	Maturity Date	~Remain. Term (yrs)	Fixed Coupon	Indicative Yield
AU3CB0273407	UBS	A+	Senior	30/07/2025	1.50	1.20%	5.07%
AU3CB0280030	BoQ	BBB+	Senior	06/05/2026	2.27	1.40%	5.14%
AU3CB0299337	Bendigo	BBB+	Senior	15/05/2026	2.29	4.70%	5.10%
AU3CB0296168	BoQ	BBB+	Senior	27/01/2027	2.99	4.70%	5.16%

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Council Meeting

5 March 2024

Economic Commentary

International Market

Financial markets continued their rally in January following the shift by central banks indicating that inflationary pressures globally have receded more quickly than they had expected. With global economic activity and labour markets continuing to gradually cool, investors are becoming more confident of a soft landing, reflected by the fall in bond yields and a rise in equities in recent months.

Across equity markets, the S&P 500 Index gained +1.59%, whilst the NASDAQ added +1.02%. Europe's main indices also experienced further gains, led by France's CAC (+1.51%) and Germany's DAX (+0.91%). UK's FTSE (-1.33%) was the exception, losing ground against global trends.

In the US, the latest core personal consumption expenditures (PCE) index, which is the US central bank's preferred measure of inflation (which excludes volatile food and energy costs), recorded a +0.2% increase for the month of December, taking the annual rate to +2.9%.

The US economy grew at a +3.3% annual rate in the fourth quarter of 2023, which was well above the +2.0% consensus, though down from the +4.9% rate in the third quarter.

As widely expected, the Bank of Japan, European Central Bank (ECB) and Bank of Canada all held their respective interest rates steady at their policy meetings. The commentary accompanying their monetary policy decisions were largely unchanged, with these central banks reaffirming their commitment to fight inflation.

Germany reported that GDP had shrunk -0.3% for the calendar year of 2023 and in Q4 – though the Eurozone's biggest economy has been spared a technical recession in H2 2023 by an upward revision Q3, from -0.1% to 0.0%.

China is sinking deeper into its worst deflation in years. It signals continuing economic distress in China, which could mean weaker sales for Western brands that do business there. China's population also fell by 2 million last year, highlighting the challenges facing the world's second-largest economy.

The World Bank released the latest edition of its Global Economics Prospects. It provided a fairly pessimistic view, with advanced economies GDP growth set to slow, from +1.5% on average in 2023 to +1.2% in 2024.

Index	1m	3m	1yr	Зуr	5yr	10yr
S&P 500 Index	+1.59%	+15.54%	+18.86%	+9.27%	+12.37%	+10.52%
MSCI World ex-AUS	+1.20%	+15.71%	+15.51%	+6.51%	+9.72%	+7.36%
S&P ASX 200 Accum. Index	+1.19%	+13.99%	+7.09%	+9.56%	+9.71%	+8.39%

The MSCI World ex-Aus Index rose +1.20% for the month of January:





Domestic Market

The consumer price index (CPI) rose +0.6% during Q4 2023, resulting in an annual increase of +4.1%. Inflation has fallen to its lowest level in two years, dampening the chances of a further interest rate rise. The monthly measure of inflation also showed price pressures easing even further. This measure dropped to +3.4% in December from +4.3% in November. The measure of underlying inflation eased to +4.0% from +4.6%.

Employment fell a sharp -65.1k in December, following the upwardly revised +72.6k surge in November and October's +44.2k. The unemployment rate was unchanged at 3.9% (or 3.8820% unrounded). Since October 2022, the unemployment rate has risen by 0.47%, highlighting that whilst the labour market remains tight, the degree of tightness in the labour market is easing.

Retail sales rose +2.0% m/m in November (consensus +1.2%). That reflects the shift towards increased spending at Black Friday rather than a trend acceleration in what remains sluggish consumer spending growth. Consumers delayed spending from October (when retail sales fell -0.4% m/m) to November and likely also pulled forward more spending from December.

Dwelling approvals rose +1.6% m/m in November, as a rise in attached approvals offset a small fall in detached approvals.

The November goods trade surplus rose to \$11.4bn (consensus \$7.3bn), from an upwardly revised \$7.7bn. The large surprise was driven by a fall back in imports (-7.9% m/m or -\$2.99bn).

The Government announced changes to stage three tax cuts. Those earning \$200,000 or more will receive a \$4,529 cut, instead of the legislated \$9,075 they were due to receive from 1 July. Those earning between \$45,000 and \$135,000 will be taxed at 30%, while the 37% tax rate will be reinstated and apply to incomes between \$135,000 and \$190,000, after which the 45% rate will apply.

Iron ore prices tumbled by the most in at least five months on concerns about a weakening economy of top consumer China and heightened tensions in the Taiwan Strait and the Red Sea.

The Australian dollar fell -3.89%, finishing the month at US65.74 cents (from US68.40 cents the previous month).

Credit Market

The global credit indices remained relatively flat over January as risk markets continued their rally. They are now back to their levels in early 2022 (prior to the rate hike cycle from most central banks):

Index	January 2024	December 2023
CDX North American 5yr CDS	55bp	56bp
iTraxx Europe 5yr CDS	60bp	60bp
iTraxx Australia 5yr CDS	68bp	72bp
Source: Markit		



Fixed Interest Review

Benchmark Index Returns

Index	January 2024	December 2023
Bloomberg AusBond Bank Bill Index (0+YR)	+0.37%	+0.37%
Bloomberg AusBond Composite Bond Index (0+YR)	+0.21%	+2.69%
Bloomberg AusBond Credit FRN Index (0+YR)	+0.44%	+0.51%
Bloomberg AusBond Credit Index (0+YR)	+0.41%	+2.10%
Bloomberg AusBond Treasury Index (0+YR)	+0.16%	+2.77%
Bloomberg AusBond Inflation Gov't Index (0+YR)	-0.69%	+4.65%

Source: Bloomberg

Other Key Rates

Index	January 2024	December 2023
RBA Official Cash Rate	4.35%	4.35%
90 Day (3 month) BBSW Rate	4.35%	4.36%
3yr Australian Government Bonds	3.45%	3.61%
10yr Australian Government Bonds	4.01%	3.96%
US Fed Funds Rate	5.25%-5.50%	5.25%-5.50%
2yr US Treasury Bonds	4.27%	4.23%
10yr US Treasury Bonds	3.99%	3.88%

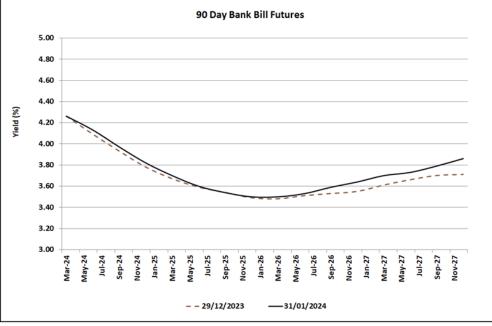
Source: RBA, ASX, US Department of Treasury





90 Day Bill Futures

Bill futures marginally rose at the long-end of the curve, following the movement in the global bond market. The focus from the market remains on when the first rate cut will be delivered:



Source: ASX

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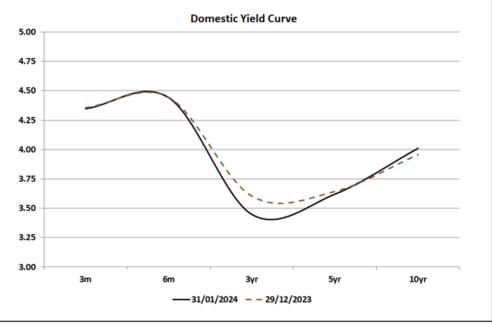




Fixed Interest Outlook

There is uncertainty when central banks will start to cut official rates in 2024. In recent weeks, financial markets have been pricing more and more delays for rate cuts, particularly in the US, suggesting that with the economy seemingly in relatively good health, there is no immediate need to cut rates quickly. This was supported by the stronger than expected US economic growth recorded in the last quarter of 2023 of +3.3% on an annual basis (which was well above the +2.0% forecast). Nevertheless, financial markets continue to price in more than 100bp of US Fed rate cuts in 2024.

The Fed's pivot in monetary policy stance (easing bias) has reduced the risk of the RBA needing to raise rates in the immediate future. The RBA remains on a mild tightening bias, with the Board commenting that whilst the trend in global inflation has been favourable, it was heavily caveated, consistent with them waiting for the Q4 CPI (on 31st January). Inflation did print lower than expected, so this may allow the RBA to remove its mild tightening bias for its meeting on the 6th February.



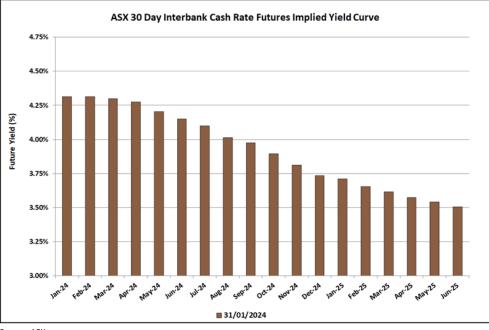
Over the month, longer-term yields rose by 5bp at the very long end of the curve:

Source: ASX, RBA

The consensus from the broader market is that we have reached the peak of the interest rate cycle. Financial markets have pushed forward their rate cut expectations, with the first rate cut fully priced in by July 2024 following the lower than anticipated inflation number.

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Source: ASX

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Investment Report

01/01/2024 to 31/01/2024

Portfolio Valuation as at 31/01/2024

Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Face Value	Accrued	Accrued MTD
Westpac	AA-	TD	GREEN	At Maturity	12/09/2023	12/03/2024	4.8900	18,000,000.00	18,000,000.00	342,433.97	74,756.71
Westpac	AA-	TD	GREEN	At Maturity	20/09/2023	20/03/2024	4.9300	2,000,000.00	2,000,000.00	36,198.36	8,374.25
Westpac	AA-	TD	GREEN	At Maturity	09/11/2023	08/05/2024	5.2100	10,000,000.00	10,000,000.00	119,901.37	44,249.32
Suncorp	A+	TD	NON-FOSSIL FUEL LENDING	At Maturity	19/09/2023	21/05/2024	5.1600	7,000,000.00	7,000,000.00	133,594.52	30,677.26
Suncorp	A+	TD	NON-FOSSIL FUEL LENDING	At Maturity	06/12/2023	06/06/2024	5.1900	4,000,000.00	4,000,000.00	32,419.73	17,631.78
Westpac	AA-	TD	GREEN	Quarterly	30/06/2023	26/06/2024	5.3800	5,000,000.00	5,000,000.00	26,531.51	22,846.58
Westpac	AA-	TD	GREEN	At Maturity	28/06/2023	26/06/2024	5.3300	18,500,000.00	18,500,000.00	588,928.49	83,746.71
Westpac	AA-	FRTD	GREEN	Quarterly	30/06/2021	28/06/2024	4.6675	4,000,000.00	4,000,000.00	17,391.23	15,856.71
Westpac	AA-	TD	GREEN	At Maturity	09/01/2024	09/07/2024	5.0800	10,000,000.00	10,000,000.00	32,010.96	32,010.96
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	01/10/2019	30/07/2024	5.1243	750,648.75	750,000.00	210.59	210.59
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	30/07/2019	30/07/2024	5.1243	6,005,190.00	6,000,000.00	1,684.70	1,684.70
Bendigo and Adelaide	BBB+	TD	NON-FOSSIL FUEL LENDING	At Maturity	20/09/2023	18/09/2024	5.0000	12,500,000.00	12,500,000.00	229,452.05	53,082.19
Westpac	AA-	TD	GREEN	At Maturity	26/09/2023	26/09/2024	5.2200	10,000,000.00	10,000,000.00	183,057.53	44,334.25
Westpac	AA-	TD	GREEN	At Maturity	27/09/2023	26/09/2024	5.2100	10,000,000.00	10,000,000.00	181,279.45	44,249.32



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Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Face Value	Accrued	Accrued MTD
Great Southern Bank	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	24/10/2019	24/10/2024	5.4701	2,001,422.00	2,000,000.00	2,397.85	2,397.85
Westpac	AA-	TD	GREEN	At Maturity	06/12/2023	06/12/2024	5.2600	5,000,000.00	5,000,000.00	41,071.23	22,336.99
Bendigo and Adelaide	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	17/03/2022	17/03/2025	5.3425	4,006,936.00	4,000,000.00	26,346.58	18,149.86
Suncorp	AAA	FRN	NON-FOSSIL FUEL LENDING	Quarterly	27/04/2020	24/04/2025	5.4701	3,718,877.40	3,700,000.00	4,436.03	4,436.03
Bendigo and Adelaide	BBB+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	02/12/2020	02/12/2025	4.8868	5,554,539.20	5,600,000.00	44,235.58	23,242.42
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	29/10/2021	24/02/2026	4.8286	9,913,140.00	10,000,000.00	91,280.38	41,010.03
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	18/02/2022	24/02/2026	4.8286	9,913,140.00	10,000,000.00	91,280.38	41,010.03
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	24/02/2021	24/02/2026	4.8286	6,344,409.60	6,400,000.00	58,419.45	26,246.42
Newcastle Greater Mutual Group Ltd	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	04/03/2021	04/03/2026	4.9968	9,847,160.00	10,000,000.00	80,770.19	42,438.58
Westpac	AA-	FRTD	GREEN	Quarterly	30/06/2021	30/06/2026	4.7575	3,000,000.00	3,000,000.00	13,294.93	12,121.85
Suncorp	AAA	BOND	NON-FOSSIL FUEL LENDING	Semi- Annual	05/05/2020	24/08/2026	3.2500	483,543.00	500,000.00	7,167.81	1,380.14
Suncorp	AAA	BOND	NON-FOSSIL FUEL LENDING	Semi- Annual	30/04/2020	24/08/2026	3.2500	1,257,211.80	1,300,000.00	18,636.30	3,588.36
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	15/09/2021	15/09/2026	4.8300	3,705,573.75	3,750,000.00	23,819.18	15,383.22
Bank Australia	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	30/10/2023	30/10/2026	5.8443	1,651,961.85	1,650,000.00	528.39	528.39
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	10/03/2022	23/12/2026	4.7751	9,902,270.00	10,000,000.00	47,096.88	40,555.64

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Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Capital Value	Face Value	Accrued	Accrued MTD
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	02/11/2021	23/12/2026	4.7751	4,951,135.00	5,000,000.00	23,548.44	20,277.82
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	29/10/2021	23/12/2026	4.7751	1,485,340.50	1,500,000.00	7,064.53	6,083.35
Commonwealth Bank	AA-	FRN	GREEN	Quarterly	23/09/2021	23/12/2026	4.7751	4,951,135.00	5,000,000.00	23,548.44	20,277.82
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	25/01/2022	25/01/2027	5.1315	13,664,791.25	13,750,000.00	13,531.70	13,531.70
Newcastle Greater Mutual Group Ltd	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	10/02/2022	10/02/2027	5.4142	4,678,968.50	4,750,000.00	58,480.78	21,842.22
NSW Treasury Corp	AA+	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi- Annual	15/11/2018	15/11/2028	3.0000	4,801,700.00	5,000,000.00	32,054.79	12,739.73
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi- Annual	10/02/2021	27/05/2030	1.5200	1,288,315.50	1,500,000.00	4,122.74	1,936.44
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi- Annual	01/07/2021	01/07/2031	1.7400	2,527,020.00	3,000,000.00	4,290.41	4,290.41
EmeraldMBS2006-1A	Unrated	FRN	MBS	Quarterly	17/07/2006	21/08/2051	4.8329	344,080.79	376,024.44	3,584.79	1,543.45
EmeraldMBS2006-1B	Unrated	FRN	MBS	Quarterly	17/07/2006	21/08/2056	5.1329	784,988.00	1,000,000.00	10,125.17	4,359.45
TOTALS								233,533,497.89	235,526,024.44	2,656,227.41	875,419.49

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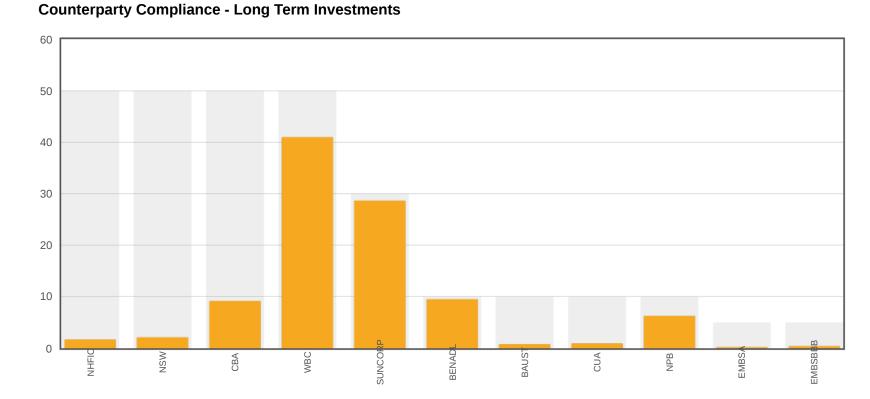
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Counterparty Compliance as at 31/01/2024

Long Term Investments

Compliant	Bank Group	Term	Rating	Invested	Invested (%)	Limit (%)	Limit (\$)	Available
×	NHFIC	Long	AAA	3,815,335.50	1.63	50.00	-	112,951,413.44
× .	NSW Treasury Corp	Long	AA+	4,801,700.00	2.06	50.00	-	111,965,048.94
× .	Commonwealth Bank	Long	AA-	21,289,880.50	9.12	50.00	-	95,476,868.44
×	Westpac	Long	AA-	95,500,000.00	40.89	50.00	-	21,266,748.94
× .	Suncorp	Long	A+	66,756,525.55	28.59	30.00	-	3,303,523.82
× .	Bendigo and Adelaide	Long	BBB+	22,061,475.20	9.45	10.00	-	1,291,874.59
× .	Bank Australia	Long	BBB	1,651,961.85	0.71	10.00	-	21,701,387.94
× .	Great Southern Bank	Long	BBB	2,001,422.00	0.86	10.00	-	21,351,927.79
× .	Newcastle Permanent	Long	BBB	14,526,128.50	6.22	10.00	-	8,827,221.29
×	EmeraldMBS2006-1A	Long	Unrated	344,080.79	0.15	5.00	-	11,332,594.11
× .	EmeraldMBS2006-1B	Long	Unrated	784,988.00	0.34	5.00	-	10,891,686.89
TOTALS				233,533,497.89	100.00			

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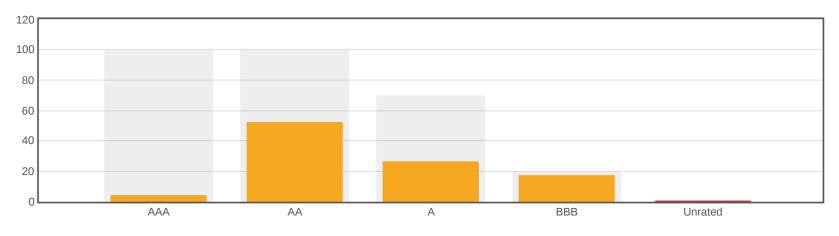
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Credit Quality Compliance as at 31/01/2024

Long Term Investments

Compliant	Rating	Invested (\$)	Invested (%)	Limit (%)	Available
~	AAA	9,274,967.70	3.97	100.00	224,258,530.19
×	AA	121,591,580.50	52.07	100.00	111,941,917.39
×	А	61,296,893.35	26.25	70.00	102,176,555.17
×	BBB	40,240,987.55	17.23	20.00	6,465,712.03
×	Unrated	1,129,068.79	0.48	0.00	-1,129,068.79
TOTALS		233,533,497.89	100.00		

Credit Quality Compliance - Long Term Investments

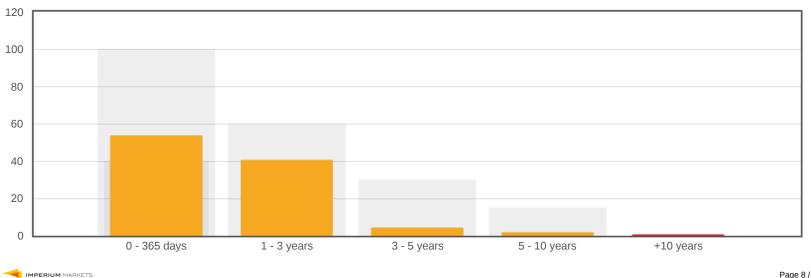


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Compliant	Term	Invested	Invested (%)	Min Limit (%)	Max Limit (%)	Available
*	0 - 365 days	124,757,260.75	53.42	40.00	100.00	108,776,237.14
1	1 - 3 years	94,351,164.35	40.40	0.00	60.00	45,768,934.38
1	3 - 5 years	9,480,668.50	4.06	0.00	30.00	60,579,380.87
1	5 - 10 years	3,815,335.50	1.63	0.00	15.00	31,214,689.18
×	+10 years	1,129,068.79	0.48	0.00	0.00	-1,129,068.79
TOTALS		233,533,497.89	100.00			

Maturity Compliance as at 31/01/2024

Maturity Compliance



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Trades in Period

From: 01/01/2024 To: 31/01/2024

New Trades

Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Value	Ref
Westpac	AA-	TD	GREEN	At Maturity	09/01/2024	09/07/2024	5.0800	10,000,000.00	Kelly Loveridge Email Approval
TOTALS								10,000,000.00	



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Sell Trades

Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Sell	Yield/Margin	Face Value	Gross Value	Capital Value	Ref

No entries for this item

Item 14



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Matured Trades

Issuer	Rating	Туре	Alloc	Interest	Purchase	Maturity	Rate	Value	Ref
				N	a fa an ta ta an				

No entries for this item

Item 14



Interest Received in Period

From: 01/01/2024 To: 31/01/2024

Periodic Interest

Issuer	Rating	Туре	Alloc	Frequency	Value	Purchase	Maturity	Coupon Date	Туре	Rate	Received
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	6,000,000.00	30/07/2019	30/07/2024	30/01/2024	Periodic	5.1218	77,458.45
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	750,000.00	01/10/2019	30/07/2024	30/01/2024	Periodic	5.1218	9,682.31
Great Southern Bank	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	2,000,000.00	24/10/2019	24/10/2024	24/01/2024	Periodic	5.3473	26,956.25
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	3,700,000.00	27/04/2020	24/04/2025	24/01/2024	Periodic	5.3473	49,869.07
Bank Australia	BBB	FRN	NON-FOSSIL FUEL LENDING	Quarterly	1,650,000.00	30/10/2023	30/10/2026	30/01/2024	Periodic	5.8418	24,295.49
Suncorp	A+	FRN	NON-FOSSIL FUEL LENDING	Quarterly	13,750,000.00	25/01/2022	25/01/2027	25/01/2024	Periodic	5.0229	174,081.33
NHFIC	AAA	BOND	SOCIALLY RESPONSIBLE INVESTMENT	Semi-Annual	3,000,000.00	01/07/2021	01/07/2031	02/01/2024	Periodic	1.7400	26,100.00
TOTALS					30,850,000.00						388,442.89



Item No:C0324(1) Item 15Subject:FOGO MONTHLY REPORTPrepared By:Helen Bradley - Manager Resource Recovery PlanningAuthorised By:Peter Gainsford - General Manager

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

1: An ecologically sustainable Inner West

EXECUTIVE SUMMARY

This report provides the monthly council update on FOGO.

DISCUSSION

Council commenced the FOGO food recycling service on 9 October 2023 and as of the 22 February had collected over 7,086 Tonnes of FOGO in the first 20 weeks of the service.

The tonnages collected for the Month of January was 1,862 and February (to 25th) 1,201 which is greater than our modelling suggested of approximately 1122 tonnes per month if we recovered half of the available food from the garbage bin.

Garbage tonnage has reduced by 3,186 tonnes compared to the same period 12 months ago (October to January).

Inner West Council picks up approximately 178,000 bins per week across all waste streams and dwelling types. The implementation has required a realignment of our waste calendar to better align the new service, including the accommodation of the multi-unit dwellings being serviced weekly with garbage and FOO (food only) through the entire area. This requires adjustment for not only our waste collection staff and contractors but also residents.

Industry standard for missed bins is 0.5% of total services which would equate to approximately 890 missed for the Inner West each week. For the weekend ending 23 February Council has 443 missed services reported. Service data indicates that about 50% of these are not actual missed services, but residents reporting a missed service in the off week for garbage.

The number of weekly waste phone calls and customer requests are gradually reducing, and we are averaging about 216 calls per day in the week ending 23 February 2024 from a peak of 800 per day in October 2023 to approximately 300 calls per day prior to Christmas (all waste enquiries and requests, not limited to FOGO). 65 of these calls were FOGO related, averaging 13 per day.

Council has been promoting access to the online waste calendar as the single source of truth for residents confirming their bin collection details, with the waste calendar pages receiving more than 344,275 views (3 October 2023 to 26 February 2024). This is now reflected in the number of residents presenting their red or yellow bin on the wrong week for collection which

was reduced to around 5% of households. This is being addressed through education to households via the collection crews and waste busters.

Frequently Asked Questions

Other than missed bins which were discussed above, most requests are about;

- 1. Upsizing Red Lid Garbage bins
- 2. Booked Overflow Red Lid Garbage Bin collection
- 3. Supply of starter kits and liners
- 4. Community Education via waste busters

1. Upsizing Red Lid Garbage Bins.

To help assist residents who are struggling with a fortnightly collection of the 120-litre red lidded bin, Council is offered a 240-litre bin. Council has delivered 3,774 upsized 240-litre red lidded Garbage bins since FOGO commenced.

2. Booked Overflow Red Lid Garbage Bin Collection

Optimo, Council's current booking system for clean-up bookings, has been active since 9 October 2023 to support residents that would like to book the alternate week collection. <u>Council clean-up and extra red-lid bin collection - Inner West Council (nsw.gov.au)</u>

The booked system gives residents opportunity to adapt waste sorting behaviour before committing to an upsizing of bin. 1,200 bookings are available on each collection day and bookings are steady at an average of 78 per day during the month of February, equating to approximately 780 households using the service per fortnight.

The booked extra red lid bin collections provide insight into households with weekly garbage needs with a small number of households regularly using the service. Of 6,600 total bookings since 9 October 2023;

- 450 households have booked the service 5 to 10 times
- 220 households have booked the service 3 to 4 times

Updates

Rebate for Reusable Nappies

\$30,000 was allocated by council resolution for the nappy and sanitary rebate which opened on 9 October to enable households to try subsidised reusable nappies or sanitary products and reduce the amount of garbage in their red lid bin. Residents buy the items of their choice and submit their simple application and their receipt to qualify for the rebate (up to \$150 for reusable nappies and \$100 for sanitary products).

Inner West Council's Rebately | Reusable Cloth Nappies

On 26 February 2024, three hundred and forty-eight rebates had been claimed (\$21,063 of \$30,000 available);

- Reusable cloth nappies 89 claims to the value of \$7,474
- Reusable sanitary products 258 claims to the value of \$13,489
- Reusable incontinence underwear 1 claim to the value of \$99.87

FOGO Community Champions

Adventure Kids Entertainment have undertaken FOGO performances across the Inner West Primary schools and have booked in schools, Inner West Early Learning Centres, and libraries through to March 2024. Feedback has been positive with children loving the interactive approach and FOGO songs. Upcoming events are detailed below if Councillors wish to attend, please notify Helen Bradley who will inform the school and Adventure Kid's Entertainment on your behalf. There are seven (7) remaining shows still to be delivered to primary schools and libraries.

• Yeo Park Public School – Tuesday 12 March 2024 from 2:30pm to 3:20pm

Item 15

Compostable liner supply and delivery

Council currently offers collection of compostable liners (bags) at Inner West Customer Service Centres and libraries.

An initial pack of 40 compostable liners was provided to FOGO households as part of the starter kit. Based on usage of 3 liners per week this is a 13 week/3-month supply to end December 2023.

All single dwellings (approximately 50,000 houses) were delivered a roll of 75 compostable bags in December 2023. Based on usage of 3 liners per week this is a 25 week/6-month supply to May 2024.

Randwick Council currently offers 6 monthly delivery of bags and encourages residents to buy their own, use paper or go bag free in the interim <u>Order new FOGO caddy liners - Randwick</u> <u>City Council (nsw.gov.au)</u>

Penrith offers quarterly delivery (opt-in) and promotes pick up from council offices and libraries. <u>FOGO FAQ - Penrith City Council (nsw.gov.au)</u>

The Delivery of a roll for each household is estimated to cost \$450,000. Council will undertake another compostable bag delivery in April - May 2023 and reconsider future options for the supply in 2024/25 financial year.

FINANCIAL IMPLICATIONS

The costs for the delivery of composable liners will from the existing domestic waste budgets with any shortfall funded from the Domestic Waste Reserve

ATTACHMENTS

Nil.



Item No:C0324(1) Item 16Subject:FOGO OPT IN WEEKLY RED BIN SERVICEPrepared By:Helen Bradley - Manager Resource Recovery PlanningAuthorised By:Peter Gainsford - General Manager

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

1: An ecologically sustainable Inner West

BACKGROUND

At the Extraordinary Council meeting held on 20 February 2024, Council resolved the following:

- 1. That Council note that the new food recycling service has resulted in 5900 tonnes of organic material being converted to compost, instead of being dumped at landfill, which has resulted in a reduction of approximately 12,358 tonnes of carbon (Co2) emissions.
- 2. That Council provide a new opt-in weekly red bin collection service for households that wish to access it. This service is to be provided on the following terms:
 - a) households are able to register for the service once and then receive the collection on an ongoing basis;
 - b) no fee is to be charged for the service for a period of 2 years with the necessity of the service to be reviewed in 2026; and
 - c) commencement of the new service is to be as soon as possible.
- 3. That Council authorise funding for the service to be drawn from Council's waste reserve, with authority delegated to the General Manager to enter into any necessary contract with an external provider, to ensure expedited commencement of the service.
- 4. That Council receive a report to the March 2024 Ordinary meeting on the commencement of the opt-in weekly red bin service and the outcome of any procurement process.
- 5. That the 12-month implementation review of the FOGO service resolved by Council at its November 2023 meeting include an evaluation of the opt-in weekly bin service, including its level of uptake, its cost and any issues encountered.

DISCUSSION

As of the 22 February had collected over 7,086 Tonnes of FOGO in the first 20 weeks of the service and garbage tonnage has reduced by 3,186 tonnes compared to the same period 12 months ago (October to January).



Most residents adapted well to the new service and are encouraged to continue with their commitment. The latest service offering is intended to support those that are yet to make the transition.

The weekly opt-in service will be offered as the next line of a hierarchy of choices for residents that are struggling to make the transition.

This hierarchy starts with the following options:

1. Booked Extra Red Lid Garbage Bin Collection.

The booked system gives residents the opportunity to adapt waste sorting behaviour before committing to an upsized bin. 1,200 bookings are available on each collection day. Current bookings for collection in the off week are consistently averaging around 78 bookings per day during the month of February, equating to approximately 780 households using the service per . fortnight.

The booked extra red lid garbage bin collections provide insight into households with a need for weekly garbage collection. Of 6,600 total bookings since 9 October 2023;

- 18 households have booked the service 11-20 times
- 249 households have booked the service 5 to 10 times
- 479 households have booked the service 3 to 4 times
- 658 households have booked the service twice
- 1,933 households have booked only one extra collection.

This indicates that a number of these regular bookings will transition from the booked overflow service to the opt in weekly.

2. Upsizing Red Lid Garbage Bins.

To support residents struggling with a fortnightly collection of the 120-litre red lidded bin, Council can provide a 240-litre bin. Council has delivered 3,774 upsized 240-litre red lid Garbage bins since FOGO commenced.

3. Weekly red lid garbage bin requests

It is proposed that residents call the Council's general phone number and the first option on phone queue, is to select the option for a weekly collection on their same collection day on their off week. Residents will be encouraged to have a booked in collection or an upsized bin as part of the the conversation but won't be prevented from registering.

Registration process

As of the 29 February, 190 requests have been received from residents requesting to be waitlisted for the opt in weekly red lid garbage bin collections. Once the registration process has been established these residents will be invited to register.

Council call centre staff will collect the following information (mandatory fields) and fill in the online form linked to TechOne for property and rating.

- 1. Name
- 2. Address (linked to Property and Rating)
- 3. Bin location (front, rear or side)
- 4. Pin location of collection point on map
- 5. Are you the property owner Y/N
- 6. Email (future contact will be via email, this should be stated to the resident)

- 6. Phone number
- 7. Number of people living in the house
- 8. Do you have pets (Y/N)
- 9. Have you upsized to your larger 240L red lid bin since November 2023 Y/N
- 10. Reasons for weekly (select all that apply):
 - Medical (including incontinence pads)
 - Nappies (Number of children in nappies)
 - Large families (#?)
 - Pet waste (Kitty litter, dog poo)
 - Other (free text but key words e.g. smell)

Residents will have to agree to be contacted by our waste busters for future education and made aware this service is at no additional charge until the Council introduces a user-pays domestic waste charges which at the present time is 2 years.

An automated email will be sent to anyone that is registered.

To streamline the introduction of the weekly opt-in collection service, it is proposed for the first month to prioritise those with greatest need such as medical, nappies and large families. It is recommended those that do not have nappies or a medical issue, and already have a larger bin, are not included in the initial part of the weekly opt-in roll out. Non-urgent registrations will be contacted and kept informed of progress including their expected commencement date.

Registration will occur via the call centre and it is proposed to provide an additional six staff for a period of up to three months to take calls and this can be reduced depending on the demand. It is estimated that this will cost up to \$28,000 per month.

Collection Service

Initial collection will be undertaken by Council's day labour staff and spare plant that is available. If opt in numbers exceed 5000 for the fortnight, contractors may need to be engaged to assist with the collection, however a range of options are currently being investigated by staff. To safeguard against any service limitations if opt in numbers are beyond Council's capacity to deliver, a Request for Tender is being advertised with appointment from as early as April if required.

The registration process is planned to commence on 18 March with the weekly opt in service collection starting from 25 March. In the interim residents are encouraged to book an extra Red Lid Garbage Bin Collection.

Future analysis of service options

The performance of the service including take up, ongoing costs and tonnages for garbage and FOGO will be included in ongoing monthly FOGO reports to Council in case any adjustments are required.

Council staff will undertake the following analysis which will inform any future policy changes.

- Review the performance of the FOGO service through garbage and FOGO tonnages and undertaking kerbside audits to determine the % of food removed from the red lid garbage bin now and in six months' time. Note Inner West undertook kerbside bin audits in July 2023 (pre-FOGO) for comparison.
- Review customer satisfaction using council data around complaints, social media and results of council's next customer satisfaction survey.



FINANCIAL IMPLICATIONS

Since Council harmonised its' Domestic Waste Charges in July 2021 it has been drawing down from the Domestic Waste Reserve and providing cheaper domestic waste charges for residents. The implementation of the Opt in weekly service further draws down on the Domestic Waste Reserve and is estimated to total \$12.5 million at end of the 24/25 financial year.

The cost of additional call centre staff is estimated to total \$84,000.It is estimated that if 15 per cent of households take up this new, opt-in service, the cost would be approximately \$1 million per annum.

The ongoing costs of the additional service offering will be reported to Council as part of the FOGO monthly report.

ATTACHMENTS

Nil



Item No:C0324(1) Item 17Subject:RECYCLING OF SOFT PLASTICS AND POLYSTYRENEPrepared By:Helen Bradley - Manager Resource Recovery PlanningAuthorised By:Simone Plummer - Director Planning

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

1: An ecologically sustainable Inner West

The following objectives from Council's Zero Waste Strategy are also relevant:

- 1. Supporting people to avoid waste, and reuse, repair, recycle and share
- 2. Providing local reuse and recycling infrastructure

EXECUTIVE SUMMARY

Despite the collapse of the REDcycle recycling scheme, Inner West residents have remained committed to reducing their waste to landfill, although packaging remains a difficult to avoid problem waste for many people. In particular, soft plastic which is mostly derived from supermarket shopping, and polystyrene, which mainly arrives at Inner West homes through internet commerce are two major streams of recyclable waste that remain in our red-lid bins.

This report draws both on the experience of other councils and sets out what is happening in the recycling landscape to offer options for our residents to deal with soft plastics and polystyrene packaging in the future.

Council's Resource Recovery team is currently undertaking a tender for kerbside collection and drop-off points for problem recycling items, including soft plastics and polystyrene through existing service centers and community recycling centers which will help to resolve this issue in the intermediate term.

BACKGROUND

At the Council meeting held on 16 October 2023, Council resolved the following:

- 1. That Council notes the recent decision by the Commonwealth, State and Territory governments to introduce mandatory packaging design standards for recycled content.
- 2. That Council write to Woolworths, Coles, Aldi and local independent supermarkets advocating for:
 - a) the return of soft plastics recycling services in inner west supermarkets;
 - b) the reduction of plastics in packaging and implementation of product stewardship measures; and
 - c) the trial of compostable barrier bags in supermarkets across the Inner West as we roll out FOGO-food recycling.

3. That Council investigate options to enable soft plastics to be recycled through the yellow-lid recycling bin, as is the case in some other local government areas, and to report back to Council in March 2024.

4. That subject to securing a suitable location, Council investigate and seek funding from the Environmental Protection Agency for polystyrene recycling plant and equipment and report back to Council in March 2024.

Inner West Council wrote to the major supermarkets in October 2023 requesting the return of soft plastics collection in accordance with Item (2) above. No responses have been received at the time of writing this report.

Soft Plastics in Inner West Red-Lid Bins

Kerbside audits undertaken for Inner West in July 2023, identified that soft plastics constituted 5.3% of the average 11.3kg red lid garbage bin by weight. This equates to 600g of soft plastics per household per week, or 31.2kg per year.

Soft Plastics Product Stewardship Scheme

REDcycle ran an in-store soft plastics collection at major supermarkets until November 2022, when the service was "suspended" for a number of reasons, including a rapid increase in demand for soft plastic recycling outpacing capacity for processing and the market demand for recycled materials. This resulted in stockpiling, which was not revealed to the public until deemed unsafe by the EPA (the material is flammable and can become unsafe to store).

After the collapse of REDcycle, the ACCC set up a Soft Plastics Taskforce consisting of the three major supermarkets – Coles, Woolworths and Aldi chaired by federal Government Department of Climate Change, Energy, the Environment and Water. The aim of the Taskforce was to manage the stockpiled material and to launch a new supermarket-led soft plastic collection scheme.

The collection of soft plastics was reinstated in 12 Melbourne supermarkets in February 2024 as a pilot (five Coles, five Woolworths and two ALDI) using two local soft plastics recyclers – Close the Loop and CRDC global. The Soft Plastics Taskforce will monitor the results of the trial, and local recycling capacity (with facilities coming online in the next 12-18 months), to expand in-store soft plastic collections around Australia.

Polystyrene

Expanded polystyrene (EPS) is a popular choice for various consumer packaging applications due to its light weight, low cost, durability, shock absorbency and thermal efficiency. EPS packaging includes:

- Loose fill packaging
- Food and beverage containers
- Moulded packaging for small to large electrical items such as fridges and televisions
- Construction for thermal insulation and as filler material for civil works.

It is expanded plastic comprising 98% air, so high volume, but low weight making it a problem waste. EPS is one of the most common materials found in illegal dumped rubbish and has become prevalent since the increase in "home shopping"/ e-commerce experienced during covid. It breaks easily, resulting in small particles entering the environment contaminating our soil and waterways. Like all plastics, EPS has an extremely long lifecycle and degrades into micro and nano plastics that persist in the environment for generations.

EPS Recycling is a proven and reliable technology. It is a good material to recycle as it is generally a clean material with low contaminants. The process involves compacting or melting EPS before it is taken to a plant (generally overseas) to be transformed into polystyrene

pellets, which are then used to manufacture products including picture frames and decorative moulding.

Current Alternative Collection Service: RecycleSmart

Inner West residents have been able to book soft plastics and polystyrene collections through Inner Wests RecycleSmart service, however the level of service funded by Council has not been able to cope with demand created by the absence of soft Plastic recycling in supermarkets, resulting in up to 6 month waits between collections. Residents can opt to pay RecycleSmart for additional collections between the council funded pick-ups. Inner West has 3,774 active users registered for RecycleSmart collections.

Relevantly, of items collected by RecycleSmart:

- 55.8% of materials collected have been soft plastics
- Polystyrene is classified as 'misfits' (15%), accounting for 733 bags of those picked-up over the past 11 months.

DISCUSSION

Soft Plastics

Council's current recycling contractor will not accept plastic bags placed in the (yellow-lid) recycling bin. An SSROC regional recycling tender is underway and soft plastics may be an option in future Inner West recycling contracts. Until then a drop off service or separate collection is the most suitable option for Inner West. Both these options are an expansion of the service currently offered by RecycleSmart and are currently being explored via a tender process and will be the subject of a future report.

Alternatives being trialled in other local government areas include Curby, a collection service for soft plastics in Mosman, Central Coast, City of Newcastle and Tamworth Regional Councils. Soft plastics are placed in highly recognisable bags provided by Curby, put in the yellow lid bin, then separated out at participating Materials Recovery Facilities (MRFs). The bags are then sent to a processer for recycling.

Drop-off soft plastics recycling schemes are also in place at Randwick City Council and Hornsby Shire Council via Plasmar, which recycles soft plastics into items such as fence posts and bollards. Hornsby's soft plastics collections doubled within two months of the collapse of the REDcycle program, requiring them to implement restrictions such as number of bags permitted and proof of residence at their drop-off.

The results of these trials will be shared with Inner West staff through both SSROC and Waste Networks.

National Plastic Recycling Scheme

The National Plastics Recycling Scheme (NPRS) is Australia's long-term solution to divert soft plastics from landfill on a large scale.

The NPRS proposes to utilise the existing yellow lid bin kerbside collection, and permit residents to include bagged soft plastics in this bin. Bags of soft plastics will then be extracted at MRFs, processed, converted back to oil and made into food-grade plastic pellets that can be made back into consumer packaging.

The NPRS has undertaken trials in six councils in Victoria, NSW and South Australia. Councils included:

- Macedon Ranges Shire Council, Victoria
- Albury and Wodonga councils, NSW & Victoria
- City of Adelaide, SA



- City of Charles Sturt, SA
- City of Port Adelaide Enfield, SA

The trials took place between November 2022 and March 2023. The NPRS is interested in partnering with other councils on further trials and supermarket collection, once they have finalised their analysis of the data from the earlier trials. Further trials are at least 12 months away.

The trials will help design the model for kerbside collection and sorting, one that provides a clean stream of used soft plastics that can be scaled up for an emerging advanced recycling industry. The recommencement of in-store collection at supermarkets will form a transitional solution and will be the first step in the NPRS. No dates have been provided as yet for the commencement of the National Plastics Recycling Scheme.

Polystyrene

Councils across NSW including metropolitan areas have Expanded Polystyrene (EPS) recycling services employing a variety of service models that include different methods of collection and processing:

Collection methods:

- 1. Regular drop-off events
- 2. Weekend Community Recycling Centre (CRC) drop-offs
- 3. Collection of bulka bags from large multi-unit dwellings

Processing methods:

- 1. On-site processing using a machine
- 2. Mobile processing with a machine that operates at the point of collection
- 3. Collection of unprocessed EPS in bags to be processed off-site

Eligible EPA Grants

Council may be eligible for funding under Local Government Waste Solutions Grants for EPS equipment. Future rounds of grant funding open in September 2024. However the cost of EPS equipment is significant, and grant funding does not substantially address the cost - other options are detailed below.

EPS volumes and Options for Recycling

Based on experience of other NSW councils, and Inner West audits, IWC is expected to generate 3,168 kilograms per week of recyclable EPS.

One option available to Council is the lease of a densifier ("extruder"). For example, one supplier that staff have spoken with offer an EPS densifier machine that enables the on-site crushing and extruding of EPS. Their service package includes installation, maintenance, training, and buy-back scheme.

This same company offers an option to purchase back 100% of all processed products with a rebate estimated up to \$30,000 per year. This rebate amount is subject to volume and quality of the collected EPS. Quality is highly influenced by the performance of Council processing staff who manually sort A grade (clean, white) from B grade (light contamination) EPS. Volume is influenced by community education about the new service.

An EPS densifier/extruder is extremely noisey and needs to be located appropriately given this unavoidable amenity impact.

Alternatively, another supplier in the market offers a mobile EPS processing service, where EPS is collected in bags then processed on-site using an EPS densifier machine housed within a self-powered truck. This approach reduces the high transport costs and emissions associated

with traditional EPS bag collection services that process the EPS off site and the long-term commitment of construction or housing significant plant.

If appropriate storage for the bulk bags is secured at Council's depots, a drop off service could be offered at Community Recycling Centres. Using this style of EPS processing service enables the Council to accurately track actual EPS volumes and evaluate the service model with residents. It will reduce risk associated with investing in equipment, ongoing maintenance and resources in implementation and operation.

OTHER CONSIDERATIONS

APCO Phase Out of EPS

The Australian Packaging Covenant Organisation (APCO) has initiated a phase out of business-to-consumer EPS. This phase-out targets EPS loose-fill packaging and consumer food and beverage and moulded consumer packaging for small to medium white and brown goods to be phased out by December 2025. The implementation of this phase-out could impact the long-term volumes of EPS collected from the community. This factor should be considered when assessing the costs and benefits associated with large recycling plant and equipment investment.

Restrictions for Businesses and non-IWC Residents

Other local government experience shows that the collection of soft plastics from non residents became a significant management issue. Strategies will need to be implemented to limit the collection of material from businesses and residents not residing in the IWC local government area.

FINANCIAL IMPLICATIONS

The current kerbside collection recycling program is included as part of the 2023/24 budget. Any expansion of the recycling program will require additional costs dependant on the number of users that apply for the service. As a result, an amendment to the budget maybe required and can be considered in the development of the 2024/25 budget and long term financial plan.

ATTACHMENTS

Nil.



Item No:C0324(1) Item 18Subject:UPDATE ON ROZELLE INTERCHANGE AND ROZELLE PARKLANDSPrepared By:Manod Wickramasinghe - Traffic and Transport Planning ManagerAuthorised By:Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report provides a status update on the Rozelle Interchange and Rozelle Parklands remediation.

Transport for NSW (TfNSW) have provided some journey time data to assist Council and the community to understand the current traffic conditions and impact of mitigation measures. However, further data is required to allow for a comparative analysis to be undertaken.

It is also noted that a Parliamentary Inquiry has been announced into the "Impact of the Rozelle Interchange". This inquiry was established on 7 February 2024 to inquire into and report on the impact of the Rozelle Interchange.

The EPA issued clean up directions to TfNSW in January 2024 that all contaminated mulch be removed from the Rozelle Parkland before being transported from the site. It is understood that up to 30 workers are on site at a time to hand remove the mulch. The Environmental Protection Agency has ordered that this work be completed by 29 February 2024. Following the removal works, new mulch and other landscaping works are required and the Parklands was to be entirely reopened by April 2024.

It is understood that the removal work is approximately 30% completed and the timeframe for removal is unlikely to be achieved. As such the reopening schedule for the Parklands is in doubt.

As such, Council on 23 February 2024 served the JV a notice of intention to issue a clean up notice.

Council has advocated since the discovery of asbestos that TfNSW immediately and expeditiously remediate the Parklands for the safety and wellbeing of the Inner West community. Council is concerned that the works are not progressing to expectations and is taking action.

BACKGROUND

At the Council meeting held on Tuesday, 13 February 2024, Council considered a Mayoral Minute on Rozelle Interchange and Rozelle Parklands and resolved:

tem 18

IRN WIZ

- 1. That Council restate its demands for:
 - a) Transport for NSW and Transurban to immediately commence daily publication of traffic data and travel times at the Rozelle Interchange and adjoining roads;
 - b) clear large-scale signage directing commuters coming off the Iron Cove Bridge to the free tunnel connecting to the Anzac Bridge; and
 - c) funding that was left out of the budget by the previous government for public domain and safety improvements to be made available.

2. That Council write to Transport for NSW, John Holland and CPB demanding that the remediation and reopening of Rozelle Parklands be expedited.

3. That Council request a briefing from the Environmental Protection Authority about the investigation into asbestos contamination at Rozelle Parklands and nearby areas, including advice about how the remediation will be certified and what action will be taken against any parties found to be culpable for the contamination.

4. That Council receive a report to the March Ordinary Meeting about the status of the above matters.

DISCUSSION

STATUS UPDATE: ROZELLE INTERCHANGE

Travel time data

Council Officers have been in contact with TfNSW requesting that they supply Council with the traffic data and travel times at the Rozelle Interchange and adjoining roads. The data was requested for Victoria Road, City West Link, Johnston Street, Darling Street and Robert Street and it was requested that this include:

- Journey times
- Delays
- Average speeds
- Volumes

The release of this travel time data would give Council evidence for which mitigations are working around the Rozelle Interchange and also provide the community with information to plan their commute. Data would need to include information from before the opening of the Rozelle interchange, the first week of the opening of the Rozelle interchange and from February and March to undertake a thorough analysis.

TfNSW has released some data on the Rozelle Interchange project page, with current travel time data indicating the following average morning peak journey times between Monday 19 February 2024 and Friday 23 February 2024:

- Victoria Road (Gladesville Bridge to Anzac Bridge);
 - Shortest time 16 minutes
 - Longest time 55 minutes
- City West Link Ramsay St (Haberfield) to Anzac Bridge
 - Shortest time 12 minutes
 - Longest time 18 minutes

It should be noted that only data on the most recent week is available on the TfNSW website and historic data is not available. Council is in discussion with TfNSW regarding access to historic data to permit comparative analysis of journey times before and after the opening of Rozelle Interchange and allow the community to have transparency to the traffic impact following opening of the interchange.

Based on on-site observations, the longer journey times continue to be greater than prior to the opening of the interchange, however they are a significant improvement on the times experienced in Mid-December 2024.

It can be anticipated that traffic will continue to build through February following improved traffic conditions through the Christmas holiday period and is expected to peak in March. As such, TfNSW have advised that they will actively monitor traffic from February onwards.

Community Engagement

Additionally, it should be noted that Council has continued to undertake community engagement on the Rozelle Interchange. Key issues identified by the community include:

- Congestion causing delays in access to and from Balmain Peninsula, causing stress anxiety and disruption to work and other essential activities;
- Congestion and delays causing significant disruption to public transport buses;
- Congestion and delays that have potential to significantly impact on the efficient operation of emergency services;
- The traffic situation has increased frustration for drivers which has potential to result in safety hazards for all road users;
- Work to improve flows on Victoria Road have increased congestion on Johnston Street and the Crescent in Annandale.

The community have also made a number of suggestions, including;

- Optimise lane merging lengths to provide relief at choke points on the interchange and associated routes. Residents stated that the merging of many lanes of traffic into only two lanes is creating an unsafe driving environment;
- Incentivise use of Iron Cove Link tunnel;
- Implement legible and safe separate bike lanes across Victoria Road and connecting areas;
- Reconfigure road layouts and lane allocations to better accommodate inbound and outbound traffic;
- Improve signage, information and messaging;
- Modify lane allocation during peak hours (introduce tidal flow arrangements) potentially reallocating lanes to reduce congestion at specific intersections;
- Relocate the displaced bus lane on Victoria Road to the left/kerbside to free up other lanes.

This information was issued to TfNSW in December and they have since implemented a series of lane & signage changes during the Christmas break on approaches to the Rozelle Interchange. They have also increased and improved their public messaging and continue to monitor the situation.

Council's YourSay Inner West page remains open for community comment.

Council officers continue to monitor conditions on-site and raise concerns identified by the community and staff with TfNSW directly. Council staff have advocated for:

- Review of current lane configurations, particularly noting the need to provide access out of Balmain Peninsula at Wellington, Darling, Evans and Robert Streets;
- The need to encourage more cars to use the Iron Cove Link tunnel rather than Victoria Road;
- Merge lengths should be increased wherever possible;

- The off-set bus lane should be moved back to the kerbside lane;
- Signage and messaging should be simplified and improved, including advertising campaigns to discourage people from using Victoria Road;
- Tidal flow arrangements should be considered during peak periods;
- Better active and public transport should be provided to encourage people to stop driving;
- Glebe Island Bridge should be reinstated to provide active transport access to Pyrmont and the City;
- The capacity and frequency of ferry services to the peninsula should be Increased;
- Better bus priority measures should be provided on Victoria Road, Darling Street and Robert Street, to ensure the buses run on time; and
- Work on the approach roads should be expedited so that they are completed immediately.

Additionally, it was requested that Transport for NSW fund the Local Area Improvement Schemes, that Council prepared in 2017, to ensure that local streets are protected from rat runs associated with WestConnex. Transport for NSW were also called upon to fund Council's plans to capture spare capacity on Victoria Road, to encourage through traffic into the Iron Cove Link.

Parliamentary Inquiry

A Parliamentary Inquiry has been announced into the "Impact of the Rozelle Interchange". This inquiry was established on 7 February 2024 to inquire into and report on the impact of the Rozelle Interchange. The committee report is due by 20 June 2024

The terms of reference indicate the inquiry will include consideration of:

- a. the planning, design and development of the Rozelle Interchange project and its impact on traffic flow, including the prioritisation of traffic from toll roads including WestConnex over local traffic
- b. all traffic modelling that was undertaken, including for WestConnex, all surrounding arterial roads and all local roads
- c. design decisions that restricted or compromised traffic flows, including any changes from the original plans or modelling
- d. the planning, design and development of the Rozelle Interchange project and its impact on the efficient and on-time running of buses, ferries and all other public transport
- e. the communication and consultation processes undertaken by Transport for NSW and other relevant stakeholders throughout the lifespan of the Rozelle Interchange Project
- f. the social, environmental and economic impacts of the Rozelle Interchange project on impacted communities (g) the impact on foot traffic and active transport options, including due to the closure of Rozelle Parklands
- g. the cause of asbestos detected in the Rozelle Parklands and the adequacy and appropriateness of the responses by government agencies and contractors to reports of asbestos in and near the Parklands
- h. solutions to ease the congestion and gridlock that the opening of the Rozelle Interchange has created, including the impact of the Western Harbour Tunnel after opening
- i. the adequacy of Transport for NSW planning, resource allocation and public communication in the period leading to and directly after the opening of the Rozelle Interchange
- j. the cost of the Rozelle Interchange and the total cost of WestConnex
- k. any other related matters.

Council Meeting

5 March 2024

STATUS UPDATE: ROZELLE PARKLANDS REMEDIATION

The Rozelle Parklands was created as a part of the West Connex project which is being built by the joint venture between John Holland Pty Ltd and CPB Contractors (JV), under contract by Transport for NSW (TfNSW).

On 10 January 2024, Transport for NSW notified the Environmental Protection Agency (EPA) that mulch used for landscaping at the Rozelle Parklands had been found to contain fragments of material that contain asbestos.

In response, the Parklands was closed until further notice.

TfNSW and John Holland collected samples from across the Parklands which underwent laboratory analysis. The testing confirmed that the mulch contains construction and demolition waste and some samples including asbestos.

It was reported that ten (10) tonnes of material containing asbestos waste was found.

The EPA issued clean up directions to TfNSW in January 2024 that all contaminated mulch be removed before being transported from the site. It is understood that up to 30 workers are on site at a time to hand remove the mulch. The EPA have ordered that this work be completed by 29 February 2024. Following the removal works, new mulch and other landscaping works are required and the Parklands was to be entirely reopened by April 2024.

It is understood that the removal work is approximately 30% completed and the timeframe for removal is unlikely to be achieved. As such the reopening schedule for the Parklands is in doubt.

As such, Council on 23 February 2024 served the JV a notice of intention to issue a clean up notice which would include:

- a) The material being removed from the Parklands by a licenced contractor and in accordance with SafeWork NSW guidelines and the advice and guidance of a suitably qualified Occupational Hygienist.
- b) Submit to Council an Asbestos Clearance Certificate signed by a suitably qualified Occupational Hygienist certifying that the Parklands are free from any broken, damaged or deteriorated asbestos containing material and will not have any adverse effect on human life or the environment due to the presence of asbestos
- c) Submit to Council a Notice of Proper Disposal demonstrating that all asbestos containing material from the Parklands has been disposed of at an approved waste facility.
- d) The Parklands is to be secured and maintained to present the entry of public and be provided with appropriate asbestos warning signs to alert people that asbestos is present.

The JV has until 1 March 2024 to make representations on the order prior to it being formally issued.

TfNSW have not provided any recent information on nearby sites which have also been affected by contaminated mulch (Victoria Road, near Lilyfield Road).

Council has advocated since the discovery of asbestos that TfNSW immediately and expeditiously remediate the Parklands for the safety and wellbeing of the Inner West community. Council is concerned that the works are not progressing to expectations.



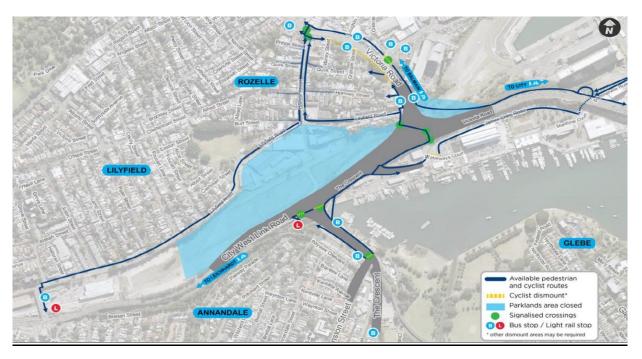
Council has written to Minister Graham demanding the remediation and reopening of Rozelle Parklands be expedited.

Council has also requested a briefing from the Environmental Protection Authority about the investigation into asbestos contamination at Rozelle Parklands and nearby areas, including advice regarding how the remediation will be certified and what action will be taken against any parties found to be culpable for the contamination.

Since the discovery of the asbestos, and in addition to the above, Council has been strongly advocating to Transport for NSW for the expeditious remediation and reopening of the Parklands. This has included but not limited to:

- Engagement with TfNSW including ongoing and regular meetings and phone calls with TfNSW executives.
- Public media releases
- Written requests for information considering the short and long term impacts
- Engagement with the EPA
- Patrols of the site

Whilst the remediation work is underway, it should be noted that all pedestrian and cycling paths are closed within the Parklands and detours are provided on routes similar to those provided during the construction period as shown in the below figure.



FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.



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Item No:C0324(1) Item 19Subject:UPDATE ON KEY TRAFFIC ISSUES IN THE MARRICKVILLE-MIDJUBURI
WARDPrepared By:Manod Wickramasinghe - Traffic and Transport Planning Manager

Authorised By: Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines an update on key traffic issues in the Marrickville-Midjuburi Ward.

The intersection of Marrickville Road and Buckley Street, Marrickville and specifically the atgrade pedestrian (zebra) crossing continues to be considered as part of the Marrickville Road East project and TfNSW have implemented signage and linemarking improvements to the intersection in 2023 to improve pedestrian safety.

Council continues to advocate to TfNSW for signalization of the intersection of Sydenham Road and Fitzroy Street, Marrickville to address concerns with the existing at-grade pedestrian (zebra) crossing.

With regard to the streets around Marrickville Metro, Council staff have undertaken a number of actions to improve asset condition and pedestrian conditions with further work programmed into the capital works program.

BACKGROUND

At the Council meeting held on 13 February 2024, Council considered a Notice of Motion on traffic issues in the Marrickville-Midjuburi Ward and resolved:

That Council request officers provide an update via report at the March 2024 Council meeting on key traffic issues in the Marrickville-Midjuburi Ward raised in this term of Council via councillor motion, including:

- a) The dangerous intersection of Marrickville Road and Buckley Street, Marrickville and the installation of further pedestrian protection measures;
- b) The intersection of Sydenham Road and Fitzroy Street, Marrickville, and the potential installation of traffic lights as requested by the Marrickville Bowling and Recreation Club; and
- c) Pedestrian and other measures on Edinburgh Road and the streets surrounding the Marrickville Metro Shopping Centre.

DISCUSSION

Marrickville Road and Buckley Street, Marrickville

The intersection of Marrickville Road and Buckley Street, Marrickville forms part of the state road network and is under the care and control of Transport for (TfNSW). It should be noted that Marrickville Road west of Buckley Street is classified as a regional road and operates as a two-way road. Marrickville Road south of Buckley Street operates as one-way westbound and Buckley Street operates as one-way northbound.

An at-grade pedestrian (zebra) crossing extends across Buckley Street near the intersection with Marrickville Road and has been subject to road safety concerns in the past.

Transport for NSW has previously installed 20m of fencing on footpath on Buckley Street with supporting 'No Stopping' zones to ensure pedestrians cross at the marked pedestrian crossing location where sightlines are optimized.

Recent concerns have also resulted in TfNSW remarking the pedestrian (zebra) crossing and installing larger pedestrian crossing signs and warning zig-zag linemarking in 2023, which have in turn improved indication to motorists of the presence of the pedestrian crossing.

A review of the pedestrian crossing indicates that all regulatory signs have been installed with supporting warning signs also installed, lighting has also been provided at the crossing.

Council has requested remarking of this crossing to TfNSW on a regular basis.

As part of Council's Marrickville Road East project, it is proposed to undertake kerb realignment and linemarking changes along Marrickville Road which may reduce approach speeds and thus improve safety. It should be noted that signalizing the intersection was not supported by TfNSW during design development, however, this treatment could be re-examined.

Consideration has been made to raising the crossing but this was determined to not be feasible as there is a high volume of trucks utilizing Buckley Streete which is consistent with its function as a state road.

Consideration has also been made to relocating the crossing further into Buckley Street, however, this would create sight line issues and this would have a detrimental impact on safety.

Sydenham Road and Fitzroy Street, Marrickville

Council has reviewed the intersection of Sydenham Road and Fitzroy Street, Marrickville after the matter was previously raised by Marrickville Bowling and Recreation Club

Fitzroy Street is a two-way local road and has a high proportion of heavy vehicles including high number of semi-trailer movements as it is located within an industrial area. Sydenham Road is a state road under the jurisdiction of TfNSW and similarly carries a high volume of heavy vehicle traffic.

Investigations into the existing at-grade pedestrian (zebra) crossing included consideration of relocating the crossing further into Fitzroy Street, away from the intersection. It was found that relocating the existing crossing would not be feasible because of existing driveways, sight lines, a possible truck overhang into Sydenham Road. Further to this, relocating the crossing away from Sydenham Road, would lead to pedestrians not using the relocated crossing due to the distance from the pedestrian desire line.

Signs and linemarking is regularly updated at this crossing and meet relevant standards. Larger pedestrian crossing signs on a fluorescent background have been installed as well as early warning signs.

Council Officers have highlighted this intersection for upgrading to traffic signals through previous section 94 plans and Council has separately requested TfNSW work with Inner West Council to investigate the installation of traffic lights at the intersection and to improve safety at the location. TfNSW have provided feedback that there is limited area to physically install traffic signal hardware due to the volume of driveways opposite Fitzroy Street.

Pedestrian and other measures on Edinburgh Road and the streets surrounding the Marrickville Metro Shopping Centre

A report outlining road and traffic conditions around the Marrickville Metro Shopping Centre was presented to the February 2024 Traffic Committee and actions are replicated below.

• Poor visibility of lighting and signage for zebra crossings

Council officers inspected the pedestrian crossings on Murray Street, north of Smidmore Street and Victoria Road between Edgeware Road and Empire Lane. The site inspections identified the need to repaint faded crossing bars at these pedestrian crossings as well as 'BB' centre line marking on Victoria Road at Empire Lane, which has now been completed. Furthermore, additional advanced pedestrian crossing warning signs have been installed to increase the awareness of the pedestrian crossings ahead.

In addition, a proposal to upgrade the existing pedestrian crossing on Murray Street, north of Smidmore Street to a raised pedestrian crossing with improved lighting has been developed and has now been submitted for inclusion into Council's capital works program.

• Uneven footpaths around the Centre, particularly on Victoria Road and Edinburgh Road

Council officers have now replaced the footpath in Murray Street and Smidmore Street and have undertaken restoration of sections of Edinburgh Road that were impacted by Sydney Metro operations.

The footpath in Victoria Road is heritage brick path, which has some natural undulation. It is in overall good condition, however, Council officers have identified some areas that are impacted by tree roots which will be repaired by June 2024.

• Potholes on the roads around the Centre

Edinburgh Road underwent substantial deterioration during the construction activities associated with both Sydney Metro and Marrickville Metro. Now that these projects have been completed construction and associated traffic facilities are being restored. Restoration has been undertaken to the road surface in Edinburgh Road.

Murray Street and Smidmore Street have been previously identified by Council Engineers for renewal and are included in Council's draft program of works for FY25.

Council's Engineers are currently liaising with Marrickville Metro to correct road and footpath levels around the entry to the loading dock in Smidmore Street ahead of these renewal works.

• The need for bus stop upgrades

Permanent bus stops on Edinburgh Road are being delivered as part of the upgrades on Edinburgh Road in conjunction with the construction works for Marrickville Metro and Sydney

Council Meeting 5 March 2024

Metro. It is understood that Transport for NSW will likely remove the temporary bus stops on Smidmore Street once the upgrades on Edinburgh Road are completed. The temporary bus stop on the southern side of Smidmore Street has already been removed and the 355 bus route now operates via the upgraded permanent bus stop on Edinburgh Road.

• Plantings around the zebra crossing on the Edgeware Road side of the Centre is inadequate (one side is planted, one is often washed away) and requires attention

Council Officers have completed the landscape maintenance work at the zebra pedestrian crossing on Murray Street at the intersection of Edgeware Road.

• The prevalence of shopping trolleys left on local streets around the Centre

Under the Public Spaces (Unattended Property) Act, which came into force last November. Council has the ability to impound shopping trolleys that remain in the public domain for more than 4 days after the operator being notified.

It should be noted that Council Officers have not had cause to impound many shopping trolleys at this time from the surrounds of Metro. Anecdotally it is believed that Supermarkets are collecting their trolleys within the legislative time frames, but that users continue to deposit trolleys at the common locations which creates the impression of lack of action.

Trolleys can be reported to Council via the normal methods for investigation by Rangers.

• The left hand turn only lane from Edinburgh Road to Smidmore Street continues to cause confusion and concern, with motorists often using the lane to proceed ahead and turn immediately left into the upgraded Centre.

Council Officers have investigated the concern of the left hand turn only lane from Edinburgh Road to Smidmore Street causing confusion with motorists often using the lane to proceed ahead to turn immediately left into the upgraded centre.

Currently, there is an approval to add a fourth leg into the intersection as part of a state development consent which may affect the possibility of implementing a left only turn for this intersection. As Transport for NSW has jurisdiction and the expertise in dealing with such issues, Council Officers have requested Transport for NSW consider the concerns raised.

FINANCIAL IMPLICATIONS

The installation of a raised pedestrian crossing on Murray Street, north of Smidmore Street is estimated to cost \$80,000 and will be considered in the traffic facilities program for 2025/26.

Murray Street has \$150,000 allocated in 2023/24 for resurfacing between Victoria Road and Smidmore Street and \$180,000 allocated in 2024/25 for resurfacing between Smidmore Street and Edinburgh Road.

Smidmore Street has \$420,000 allocated in 2024/25 for full reconstruction (base and surface) between Murray Street and Edgeware Road.

ATTACHMENTS

Nil.



Item No: C0324(1) Item 20

Subject: PROGRESS REPORT - PROPOSED PEDESTRIAN BRIDGE OVER DOBROYD PARADE

Prepared By: Manod Wickramasinghe - Traffic and Transport Planning Manager

Authorised By: Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

In the second half of 2023 Transport for NSW (TfNSW) consulted Council officers about revised designs for the proposed pedestrian bridge across Dobroyd Parade. In December 2023 TfNSW publicly exhibited a Review of Environmental Factors (REF) for the bridge.

Council officers had initially stated a preference for the signalised at-grade crossing to remain after the bridge is completed, but now concedes it should be removed given the pedestrian safety issues associated with the median. The REF proposes fencing to prevent pedestrians attempting informal at-grade crossings.

Council officers had also stated a preference for ramp access to the bridge in addition to lift access, but acknowledges that ramps would create significant visual impacts, particularly given existing site constraints. Council also pointed out that if the bridge is constructed with lifts and stairs, it is imperative that the lifts are well maintained to ensure breakdowns do not prevent access to the bridge for those unable to use the stairs for unacceptably long periods.

BACKGROUND

The 2020 public exhibition by Transport for NSW (TfNSW) of the *WestConnex M4 East Road Network Performance Review (RNPR) Plan* included the following concept design for a pedestrian bridge over Dobroyd Parade, Haberfield.

TfNSW indicated at that time there was general community support for the bridge, shown in the figure 1.



At its February 2022 meeting, Council considered a Notice of Motion entitled *City West Link and Waratah Street* and resolved to write to TfNSW seeking immediate safety modifications to the existing two-stage at-grade signalised pedestrian crossing in this location.

Subsequent to Council's letter and further discussions, TfNSW carried out interim line-marking and signage changes to improve pedestrian safety whilst continuing to progress the bridge as a permanent solution to these pedestrian safety issues.

DISCUSSION

In the second half of 2023 TfNSW consulted Council officers about revised designs for the bridge and in December 2023 TfNSW publicly exhibited a Review of Environmental Factors (REF) for the bridge.

The REF report is available <u>here</u> from the TfNSW project web page and a community flyer is attached to this report. The preferred REF design (Option 4), shown in the photomontage in Figure 2 includes a lift on both sides of the bridge rather than a ramp into Timbrell Park, as was shown in the 2020 design (Figure 1).



Figure 2

In commenting on the 2020 RNPR plan, Council stated that it generally prefers pedestrian crossings to be at-grade, but a bridge would be justified at this location.

This is because of the length of the crossing, safety issues associated with pedestrians waiting on the narrow median, vehicles queuing across the crossing in the morning peak and use of the crossing by local schools to access to Timbrell Park.

Council officers had initially stated a preference for the signalised at-grade crossing to remain after the bridge is completed, but now concedes it should be removed (as per the REF) given the pedestrian safety issues associated with the median. The REF proposes fencing to prevent pedestrians attempting informal at-grade crossings.

Council officers had also stated a preference for ramp access to the bridge in addition to lift access, (as per REF Option 3) but acknowledges that ramps would create significant visual impacts, particularly given existing site constraints. Council also pointed out that if the bridge is constructed with lifts and stairs (as per preferred REF Option 4), it is imperative that the lifts are well maintained to ensure breakdowns do not prevent access to the bridge for those unable to use the stairs for unacceptably long periods.

It is noted that lifts can accommodate two cyclists at a time and wheeling ramps for cyclists are proposed for the stairs.

Additionally, noting that the Iron Cove Creek Masterplan has been exhibited and will be presented to Council in the near future, the masterplan will be adjusted accordingly.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. TfNSW Community Flyer for Proposed Pedestrian Bridge over Dobroyd Parade at Haberfield

Transport for NSW



Pedestrian bridge over Dobroyd Parade, Haberfield

Have your say on the Review of Environmental Factors



November 2023



Transport for NSW is proposing to build a pedestrian bridge over Dobroyd Parade at its intersection with Waratah Street, Haberfield.

The pedestrian bridge would provide a safer crossing at the busy intersection, which is just a short distance from Dobroyd Point Public School, and forms connections to and from Livvi's Place, Timbrell Park and Reg Coady Reserve. The bridge is designed with stair and lift access on both sides, suitable for pedestrians, cyclists and people using mobility assistance.

The community is invited to provide feedback on the Review of Environmental Factors between **Monday 27 November** and **Monday 11 December 2023**



Transport for NSW acknowledges the Wangal and Dharug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pays respect to Elders past and present.

Item 20

Key features of the pedestrian bridge

- · A covered walkway for weather protection.
- Stairs on both sides of the pedestrian bridge with wheeling ramps for bike users.
- New lifts on both sides for accessibility and a ramp to the lift on the northern side (above flood level).

When the pedestrian bridge is complete, the existing street-level pedestrian crossing would be removed, an extended barrier fence would be constructed along the centre median and a concrete safety barrier would be installed along Dobroyd Parade.

Safety as a priority

HB)

As Sydney's population grows, and with the expansion of the M4 and M8 motorways, Dobroyd Parade is getting busier.

Cars and trucks often queue across this busy intersection, blocking a safe, clear path at the street-level crossing. This presents a safety risk for people using the crossing, including children from Dobroyd Point Public School.

The school, the local community and local councils have told Transport about their concerns for the intersection.

Transport's studies have also identified safety at the intersection as an urgent priority.

The pedestrian bridge would provide a comprehensive solution to this safety problem. If approved, Transport expects construction of the bridge to begin in the second half of 2024 and to take about six months to complete.

Access to the proposed pedestrian bridge

The bridge design on display includes stair and lift access on both the northern and southern sides of Dobroyd Parade. There will be a short ramp to the lower lift entry on the northern side, to elevate it above the flood level from nearby Iron Cove Creek.

Both lifts would be suitable for pedestrians, mobility aids (such as wheelchairs and mobility scooters) and bicycles. The stairs will have "wheeling ramps" to make it easier for cyclists to move their bikes to and from the bridge deck.

The 2020 proposal considered ramps to the bridge deck level on both sides. Transport does not propose to proceed with the ramp option:

- The ramps would need to be 100 metres long or more to reach the height of the bridge deck
- Extending the ramp over Iron Cove Creek would affect open space in Livvi's Place and Timbrell Park
- The ramps might compromise privacy for residents along Dobroyd Parade
- Property acquisition might be required and the existing noise wall would need to be moved, adding to the cost of the project and delaying construction
- There are existing crossings on Dobroyd Parade at Ramsay Street, 300 metres west, and at Timbrell and Mortley avenues, 500 metres to the east.



Page 2 of 4

Dobroyd Parade Pedestrian Bridge - November 2023





Key features of the proposal, subject to detailed design

Previous community consultation

A proposal for a pedestrian bridge at the intersection was originally displayed for public consultation in 2020. (Three other proposed projects displayed at the time are no longer being considered).

At the time, there was strong community support for the proposal and Transport has prioritised its delivery, with some changes to the original concept design. The long ramps have been removed from the design, the location of the stairs has changed and the bridge is no longer being designed to cross Iron Cove Creek into Livvi's Place and Timbrell Park.

Design with Country

The proposed pedestrian bridge lies on the Country of the Gadigal and Wangal people. Transport is committed to Country-centred design and will consult with Aboriginal people to ensure the proposed bridge and its designs are consistent with the principle of Designing with Country.

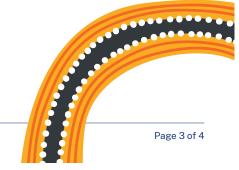
Dobroyd Parade Pedestrian Bridge - November 2023

Review of Environmental Factors

The Review of Environmental Factors (REF) describes the proposed pedestrian bridge and its likely effect on the environment during construction and operation. The REF proposes safeguards and mitigation measures to reduce those impacts.

The REF also outlines how construction of a pedestrian bridge will improve public safety at the intersection.

Subject to approval, construction is expected to begin in 2024 and would take around six months to complete.



Item 20

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Next steps

Concept design Review of

Environmental Factors

Prepare Submissions Report

Determination of Proposal

Construction



Have your say

Community feedback will help Transport for NSW design and deliver the pedestrian bridge.

The REF is on public display until **Monday 11 December 2023**.

To view the REF, please scan the QR code or visit transport.nsw.gov.au/pedestrian-bridge-haberfield



Feedback can be submitted by:

- · Emailing ni@transport.nsw.gov.au
- Calling the Transport for NSW project hotline on 1800 684 490
- Completing the feedback form on transport.nsw.gov.au/pedestrian-bridge-haberfield
- Writing to Transport (Attention: Dobroyd Parade Pedestrian Bridge)
 PO BOX K659
 Haymarket NSW 1240

Contact us



Project Infoline 1800 684 490

ni

ni@transport.nsw.gov.au



transport.nsw.gov.au/pedestrian-bridgehaberfield

Attention: Pedestrian Bridge over Dobroyd Parade) PO BOX K659 Haymarket NSW 1240



transport.nsw.gov.au/pedestrian-bridgehaberfield



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Item No:C0324(1) Item 21Subject:ELECTRIC VEHICLE PUBLIC CHARGING UPDATEPrepared By:Manod Wickramasinghe - Traffic and Transport Planning ManagerAuthorised By:Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

In May 2023 Council adopted its Electric Vehicle Encouragement Strategy.

Council has subsequently initiated a series of steps associated with this Strategy to establish public charging networks in the Inner West including Expressions of Interest (EoI) and Requests for Quotation (RfQ) associated with the establishment of a public charging network across the Inner West LGA (LGA) in both kerbside locations and public car parks.

BACKGROUND

At the Council meeting held on 9 May 2023, Council adopted its Electric Vehicle Encouragement Strategy. The Strategy identified the need to create partnerships with charging companies in order to establish a viable public charging network across the Inner West.

This report provides an update on progress towards establishing an Inner West (EV) public charging network for electric vehicles (EVs).

While Council strongly supports the uptake of private electric cars, in preference to petrolpowered and diesel-powered cars, it is important to remember that they are a lower order component of Council's adopted *Road User Hierarchy* (Figure 1) and that Council continues to encourage mode shift away from private car use, in favour of active transport and public transport.

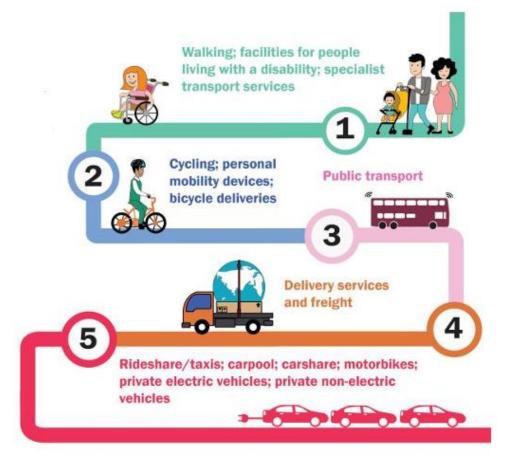


Figure 1 - Council Road User Hierarchy – GOING PLACES 2020

DISCUSSION

The following is an overview of progress with the establishment of an EV public charging network across the Inner West.

Kerbside Charging Network

In July 2023, Council issued a public charging Eol to determine the various market factors that should be assessed in developing an Inner West public charging network.

In September 2023, Council issued a RfQ to partner with up to three public charging providers to install kerbside public charging across the Inner West LGA.

In November 2023, Council supported 3 charging providers (EVE, EVX and PLUS EV) in lodging applications for the NSW State Government kerbside charging grants. It is currently anticipated that the results of these grants will be announced in April 2024.

The grants are highly competitive, with a total of \$3,000,000 to be provided up to a maximum of \$800,000 per applicant, with a total of 26 LGAs being eligible.

Dependent upon which of Council's partners, if any, are successful in their grant applications, this could result in between 20 and 70 public kerbside chargers being installed across the Inner West within the next 12 months.

In anticipation that there is potential for some of the partners to not receive grants, Council has also initiated discussions regarding opportunities to continue the installation of public kerbside charging independently of the grant process. These discussions are currently underway with the three charging partners approved under the RfQ.

Charging proposed in association with the kerbside public charging project is likely to include a mix of 7kW and 22 kW chargers.

Car Park Public Charging

As an initial phase of the introduction of public charging in Council car parks, an RfQ is currently being prepared to invite public charging providers to present proposals for the installation of public charging in 17 of Council's car parks. Additional car parks will be examined in future phases of this project.

It is anticipated that this RfQ will be launched in March 2024, with a view to appointing partners by July 2024, leading to installation of the first car park public chargers in late 2024/early 2025.

Also included in this RfQ, is a request for proposals to create a public charging hub in a redesigned version of Council's Balmain Depot.

Charging proposed in association with the car park public charging project is likely to include chargers with rates of 22kW and greater.

Growth in EVs and public charging

In addition to the provision of public charging at the kerbside and in Council car parks, adoption of the electric vehicle encouragement strategy and associated messaging has made it clear that Inner West Council is keen to pursue electric vehicle uptake and electric vehicle public charging.

This, combined with the high proportion of early adopters included in our local demographics, means that electric vehicle uptake is increasing, as is the provision of public charging on private sites (such as shopping centres, service stations and shops generally).

In the 14 months between October 2022 and December 2023, the number of electric vehicles registered within the Inner West LGA has increased from 648 to 927, and the number of public EV charging ports in the LGA has increased from 18 to 32. Consequently, there has been a 43% increase in registered EVs and a 78% increase in public charging ports in the Inner West.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

It should be noted that there will be a financial implication for the eventual implementation of EV charging which is currently being considered via partnerships and grants.

ATTACHMENTS

Nil.



Item No: C0324(1) Item 22

Subject: COMMUNITY ENGAGEMENT OUTCOMES - ALL WEATHER SURFACE SPORTING FIELD

Prepared By: Aaron Callaghan - Parks Planning and Ecology Manager

Authorised By: Simone Plummer - Director Planning

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

This report provides Council with a summary of community engagement outcomes in relation to the provision of an all-weather sporting ground on nominated sporting grounds in the north of the Inner West Local Government Area.

Engagement responses included 505 online survey respondents who indicated an all weather sporting field was the most important element in a future Rozelle Masterplan – second only to "good connections" – a clear indication of support for such a playing surface. A further 203 individual submissions were emailed directly to the Your Say nominated contact officer, of these 135 were not supportive and 65 were supportive of an all weather field. Thirteen community and sporting group emailed submissions were received. Of the sporting groups, Football and Hockey were supportive of an all-weather surface, while Cricket, Rugby and other community groups were not.

While the report highlights strong support for an all-weather sporting ground the location of this future all-weather field requires further review.

BACKGROUND

At the Council meeting held on 13 February 2024, Council received a Mayoral Minute on the provision of an all-weather sporting ground in the north of Inner West Council local government area. In its consideration of the Mayoral minute Council resolved the following:

- 1. That Council note the high volume of submissions received from the community regarding the proposal for an all-weather sporting field to be installed in a park nearby to Rozelle Parklands.
- 2. That Council note the advocacy and submissions from Balmain District Football Club and Leichhardt Saints Football Club that they are facing severe capacity constraints and are in danger of having to turn away large numbers of players, due to a shortage of playing space.
- 3. That Council note the huge increase in usage of Lambert Park since the installation of an all-weather surface and expansion of participation in sport this has allowed, particularly for girls.



- 4. That Council commit to delivering a new all-weather surface for the benefit of local sporting clubs, at one of the four locations previously resolved, using the funding provided by the NSW Government as compensation for the removal of such a facility from the final adopted plans for Rozelle Parklands.
- 5. That Council receive a report to the March Ordinary meeting on the outcomes of the consultation regarding the proposed all-weather surface as well as a summary of the available technologies for providing a hybrid surface, with councillors to be briefed on that report ahead of the meeting.

DISCUSSION

Community Engagement -Rozelle Parklands

Prior to the February 2024 Council resolutions, Council resolved two important motions in relation to community engagement and possible all weather surface locations at its December 2023 Council meeting. These being in part as follows:

"That Council receive a report at the February Ordinary Council Meeting about the Government's proposed \$20 million investment, including an initial assessment of what facilities and amenities could be provided in the Rozelle Parklands and in nearby locations" [and]

"That Council note the advice from Transport for NSW that an all-weather sporting surface cannot be delivered under the existing conditions of consent for Rozelle Parklands and commence community consultation on nearby locations where an all-weather surface could be delivered by Council for the benefit of local clubs. Potential locations for the community to be consulted on include Waterfront Drive (Callan Park), Leichhardt no.2, Easton Park, and Balmain Road playing fields (Callan Park)."

Council officers are in the process of finalising a full assessment of residential and future park user views on improvements to the Rozelle Parklands. Feedback received will be included as the evidence base to assist in shaping a future master plan for the Rozelle Parklands. Master planning is scheduled to commence in early May 2024. Further reporting to Council will be undertaken upon the completion of a Draft Master Plan for the parklands.

Investigations into available technologies in the provision of all-weather sporting fields is underway for future reporting.

Community Engagement Summary-All Weather Surface

Community engagement on the development of a Master Plan for the new Rozelle Parklands commenced on Sunday, 17 December and closed for formal submissions on Sunday, 18 February 2024. Community engagement was undertaken on Council's Inner West YourSay web site page through a formal survey feedback as well as through direct email submissions to the Parks Planning and Ecology Section of Council. Feedback from the community has been extensive and the engagement was focused on a master plan for the new parklands, not exclusively on the provision on an all weather surface in other parks. There were 505 online survey respondents and the first question asked was to rank a preference for items in the new parklands. There was overwhelming support for an all-weather playing field.

A total of 13 community-based submissions were received by email. Full copies of these submissions are attached in *Attachment 2*. Of the 13 community and sporting group submissions – Football and Hockey based submissions supported the concept of an all-weather field while Cricket, Rugby and community groups did not.

There were also 203 individual submissions received by email. Of these 203 individual submissions 135 did not and 68 did support an all-weather surface.

Support for location of an all-weather field

HR HRRE

The survey in relation to the provision of an all-weather surface provision was limited to the following sporting grounds: Leichhardt 2, Easton Park, Waterfront Drive (Callan Park) and Balmain Road (Callan Park). Other sporting grounds were not included.

Of the four locations offered in the survey there was a preference for Waterfront Drive Sporting Ground in Callan Park, and the least preferred site was Leichhardt Number 2.

The football clubs have identified a preference for separate locations and there would be benefit in them agreeing to a suitable location going forward.

Two of the locations selected by Council for community engagement in terms of an all-weather surface provision are located within Callan Park. Callan Park is a State significant listed heritage site which is owned by the NSW Government and managed by the Greater Sydney Parklands Authority. Council has a license agreement for managing community access, use and maintenance of the three sporting ground areas within the parkland. Any proposed development in Callan Park would require landowner's consent from Greater Sydney Parklands and approval through a Development Application process.

A full summary of the Your Say Inner West on line Survey Results are included in *Attachment 1*. The engagement outcomes will be useful for the next stage of review as to the most suitable location for a new all-weather field.

FINANCIAL IMPLICATIONS

The cost of delivering an all-weather surface in the Inner West Local Government area will be met through the NSW Government Rozelle Parkland commitment of \$20million.

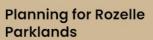
ATTACHMENTS

- 1. J Your Say Inner West Rozelle Parkland Survey Results
- **2.** Use Submissions received from community Organisations in relation to the provision of an All Weather sporting surface at nominated sites.

Council Meeting 5 March 2024



Planning for Rozelle Parklands – Your Say Inner West Engagement Outcomes



We are developing Plan of Management and revising the Master Plan for this new open space in Inner West, to ensure the plans meet the future needs of our community.



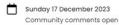
Home / Planning for Rozelle Parklands

Translations



About Translating and Interpreting Service

Key Dates



Sunday 18 February 2024 Community comments close

Project stages

- Initial engagement period Open for comment
- Developing Plan of Management and revising the Master Plan Community comments and input from other stakeholders will be used to along with research and expert advice to develop the draft documents.

New open space for Inner West

Following years of advocacy from Council and the community, the current NSW Government has agreed to provide an additional \$20 million to Inner West Council to address deficiencies in facilities and amenities at the Rozelle Parklands.

This is a big win for our community.

The Masterplan will consider how the Parklands can be improved over time and where sport and recreational facilities that were deleted from the final plans can be delivered within the parklands or at nearby locations.

This will include an all-weather sporting field, public carparking to relieve pressure on local streets, multi-purpose sports courts and cycling and active transport links around the Parklands. Additionally in response to Council's advocacy, the NSW Government has committed to delivering additional facilities within the parkland from March 2024:

- Public toilets adjacent to the children's play area
 Sporting ground changing rooms, a kiosk and amenities
- Floodlighting for sports training for the two new sporting grounds
 Provision of two multipurpose ball courts for basketball and netball



Executive summary

A total of **505 members of Your Say Inner West** responded to the online survey. The majority identified as 'man or male'. The highest responses were from the 45-49 age group and there was a good spread across all ages. Members who responded mostly lived in Leichhardt/Lilyfield, followed by Rozelle then Balmain/Balmain East/Birchgrove.

The community was asked two quantitative questions (ranking six options for additional items in Rozelle Parklands, and a preferred alternative location for the all-weather sporting field out of a choice of four), and two qualitative (open comments) questions.

Out of six options for additional items in Rozelle Parklands, **Better connections** was the first preference (highest average ranking of the six). **Synthetic surface provision** received the second highest average ranking and was selected as the first preference by over half of respondents. In order, the next highest ranked preferences were Floodlighting of the new ball courts; Provision of dog off leash areas; Indigenous name for the parkland; and Car parking and school bus parking facilities.

The top preference for an alternative location for the all-weather sporting field was **Waterfront Drive Sporting Ground** followed by **Balmain Road Sporting Ground (Callan Park)**, then Easton Park and Leichhardt Oval no.2.

The **key themes** that contributors commented on most about improvements in Rozelle Parklands were:

- Better connections (improved pedestrian and cycling linkages into, through and around parklands)
- Improved amenities (suggestions for new, more or higher-quality items in the Parklands)
- Shade (suggestions including trees and shade structures)
- Playground (suggestions for improvements, particularly water play and shade)

There were 35 comments in support of natural turf, and 15 comments in support of allweather surface sporting fields in this question.

The key themes of the open comments question were divided support for and against allweather surfaces, with a majority of comments about Waterfront Drive Sporting Ground.

An analysis of the first preferences of people representing sporting clubs is included in question five of the detailed analysis.

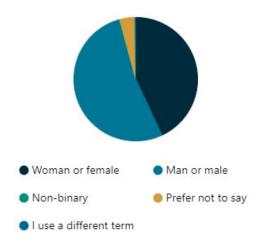


Detailed analysis

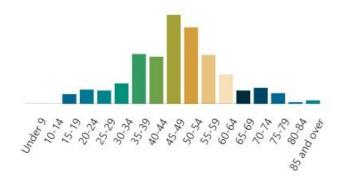
Who did we hear from?

A total of 505 members completed the online survey at Council's engagement hub, Your Say Inner West.

The majority of these identified as man or male (53% or 265 respondents).



There were responses across all ages with most members in the 45-49 age group.



The top five postcodes that contributors live in are Leichhardt/Lilyfield (162 members), Rozelle (97), Balmain, Balmain East and Birchgrove (73), Annandale (35) and Glebe (17). The map below shows where survey contributors live.

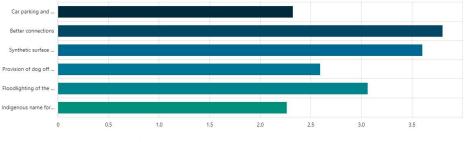


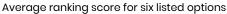
What feedback did we hear?

QI - What additional items would you like to have in the new parklands?

Respondents were asked to rank the below six options in order of preference. This question was answered by all 505 contributors (required answer) whose preference were ranked as follows:

- 1. Better connections
- 2. Synthetic surface provision
- 3. Floodlighting of the new ball courts
- 4. Provision of dog off leash areas
- 5. Indigenous name for the parkland
- 6. Car parking and school bus parking facilities





The average ranking score is calculated by multiplying the response count for each preference by the weighting for the position, divided by the total response count.

Synthetic surface provision received an average ranking of second place and was selected as the first preference by over half of respondents (53% or 213 respondents).

Q2 - Please list any other items or possible improvement you would like to have in the parklands

Respondents were asked a follow up question to Q1 that allowed open comments. There were 217 responses to this question.



The word cloud represents the key themes of the open comments – the larger the word, the more comments in the theme.

The below table expands on each theme including a description, the overall percentage of comments, number of comments, and indicative comments in the theme.

Theme	Percent	Count	Indicative comments
Connections	31.8%	69	Separated bicycle paths, better cycle connection to
			Lilyfield Road, pedestrian crossing to Easton park,
Suggestions			Plan for future linkage with proposed park east of
for improved			White Bay Power Station, nstall wayfinding signage
pedestrian			at Lilyfield light rail stop, Encourage more walking
and cycling			and cycling by improving connections to the
linkages into,			existing street Newtwork particularly those streets
through and			on north side of Rozelle parkland, Better connection
around			to eastern park, provide good connections for
parklands			people walking and cycling from Rozelle. Easton
			Park is one of 3 priorities for council to work on
			urgently with TfNSW. The Gordon Street entrance is
			on an important regional cycle route but it is very
			dangerous to cross Lilyfield Road here, especially
			heading north from the Parklands. The entrance at
			the western end near Ryan St is terrible - a useless
			temporary ramp, no safe crossing of the road to the
			northern footpath, no southern footpath, remove u-
			rails at the Brennan St entrance , raised crossing
			installed to create safe access to Whites Creek,
			Redo the pedestrian/cycling markings on the
			walkway from the Victoria Rd overpass to the ovals
			by swapping sides the cycling path needs to be
			on the outside (and not the inside path),build
			Lilyfield Rd cycleway, Better, cycle priority routes
			from Darley Rd/Balmain Rd and better crossings on
			Victoria Rd, better bike connections, Cycling to the
			Parklands is not safe for adults or children.
			particularly along Lilyfield Road, connectivity
			between the end of the Parklands and Bay Run be
			further enhanced with safe, off-road infrastructure,
			crossing for cyclists travelling east along Lilyfield
			Road, the temporary, unsafe ramp along Lilyfield
			Road will need to be replaced with a permanent
			and safe solution, The new parklands really should
			be connected to Jubilee Park and to the Bay Run,
			Ryan St steps need zebra crossing and speed hump,
			plastic ramps installed opposite Ryan St to allow
			cyclists to mount the curb however there are
			double lines which prevent cyclists from crossing
			legally into the parklands when travelling east along
			Lilyfield Road, a rise and a bend from Lamb St
			around to Cecily St limits visibility making it
			extremely dangerous for pedestrians crossing
			Lilyfield Road - needs zebra crossing here and
			speed bumps along Lilyfield Road, errors have
			been made marking up the pathways. Coming west
			off the Anzac Bridge towards the City West Link

Theme	Percent	Count	Indicative comments
			overpass to Lilyfield at Brenan St, the cycling pathway switches from the left, to the right and back to the left, Better access from Lilyfield light rail/south side of lilyfield rd between Ryan St and Grove - need footpath extension from west entrance to the existing footpath past Light Rail yard driveway, Better bus connections to the park along Lilyfield Rd, Every effort should be made to make the park easily accessible without a car, and not just build more parking, Change bikelanes and pedestrian lanes so that pedestrians are next to the grass, bubblers, toilets etc. At the moment they have to cross the bike lane to access them, better marking of cycle ways. Currently, they are sometimes green, sometimes red, sometimes without color, I personally have found myself cycling on the walking paths, not realising that they had switched aspects, The crossing is a massive priority as kids cross the roads all the time and the visibility on the road is very limited due to cars parked along the road, Create footpath and walking
			parked along the road, Create footpath and walking trail all the way to the city!
Amenities Suggestions for new, more or higher- quality items	19.82%	43	Seating, toilets, Install cafe in heritage building, places for kids to ride bikes, bicycle racks, Please put some EV chargers in any oarking you add, fixed tables and chairs for people to enjoy a picnic outdoors, Need stair railing at the Terrace staircase - witnessed a fall today already, Add bouldering (rock climbing) holds to lower wall of smokestacks. This should not be more than 2m in elevation, but would be nice for horizontal bouldering, Security to stop homeless tents under vic rd bridge, Provision of changing room facilities for junior and senior sporting clubs, Bubblers, Netted football goals, There should be a reasonably sized parents / carers room with appropriate facilities and equal access for people of all abilities, cafe - helps with activation and could be a source of revenue for the park to help cover operations, Needs more rubbish bins especially near the childrens play area and bbq areas, Plenty of storage space for sporting clubs, The heritage buildings on Lilyfield Road to be restored and successfully leased for purposes that allow public access (ie not a function centre), Proper gutter/ramps for disability/bike/pram access

7

Attachment 1

Theme	Percent	Count	Indicative comments
			to paths,Bike Repair Station, Opportunity for open air
			cinema and live performance events in Oval area,
			Ideally, a ping pong table is provided at each end of
			the parkland, Public toilets should unlock
			automatically early in the morning (5 / 5:30 am) to
			allow for early morning running / cycling / walking /
			training users.
Shade	17.51%	38	The main playing field has no shade structures at
			all, and the adult fitness stations need shade similar
Suggestions			to those at Callan park, need shade trees (and no
for shade			synthetic turf) to address the heat that will result
improvements			from all the concrete, trees are primarily around the
including			perimeter of the park. If you would like to encourage
trees and			people to spend time in this park, many more shady
shade			trees will be needed, The yarning circle needs a
structures			shade structure and tables with benches
			underneath
Natural turf	16.13%	35	Only natural surfaces, no synthetic, human health
			and environmental risks, synthetic is not green
Anti-all-			space, environmental damage, microplastic
weather			release into the environment, listen to experts, not
surface			sustainable, trap heat, smell and can cause
			significant injuries for players, detrimental to the
			wildlife, cost, reduces access for walkers, if we have
			to have them please put them here beside a
			freeway rather than our precious waterfront spaces,
			stop rain soaking in where falls, can't play cricket on
			them, drive neighbours bad with over-
			intensification of formal sport, solution would be to
			prepare sporting fields with proper drainage similar
			to what happens in Europe, reduce the usability of
			the park for residents (with dogs), limits the use of
			the surface to only a few sports.

Theme	Percent	Count	Indicative comments
Playground Suggestions for playground improvements including shade	12.44%	27	Water play, shade, playground is completely insufficient for the amount of young families in the local community, Shaded play equipment, Don't think new parkland thought about disable kids as there is no play swing etc suitable for them, More shade for the playground; the slide for toddlers is made of metal and part of it is not covered by any shade, so it gets very hot on sunny days that the young kids can get burnt; more play equipment for babies/toddlers; larger basket ball court; toilets with changing tables and kids-friendly facilities near the playground, Large wet splash playground for infants, toddlers and children – similar to the ones in centennial park and other locations around Sydney, more simple play equipment – you have two tiny swings and one slide for small kids, There MUST be a shade cloth erected over the swing set that is already installed. In the hot sun, the black rubber swings were burning! It was a huge oversight that this was missed.
Parking Suggestions for parking and facilities, or comments against expanding parking	6.91%	15	Parking needed on Lilyfield Road, clubs need vehicle access to amenities, 45 degree angle parking, rear to kerb is the RLRAG preferred option along Lilyfield Road, Please put some EV chargers in any oarking you add, Leave the parking the way it is on Lilyfield Road, Disabled/Accessible parking required, near west entrance (for access to the wetlands/play area), Narrow lilyfield rd and make angled parking so there is more parking rather than a parking lot, Lilyfield rd needs resurfacing around the works REALLY badly, This area has too much parking, it makes accessing it difficult by more sustainable modes, Parking along Lilyfield road is already hardly used by locals as it has been fully taken over by construction vehicles for the last few years. I would argue that this gives a good indication that we can and will find alternative parking if Lilyfield road loses some parking to a bike path, Ninety degree parking along Lilyfield Road will take more road/cycleway space - and it could create traffic hazards when parking in this manner, Don't take up any usable park space for parking, but slight widening for 90 degree parking on Lilyfield Rd is fine.

Theme	Percent	Count	Indicative comments
All-weather Pro all- weather surface	6.91%	15	More synthetic pitches, Kids are being turned away from sports as there are not enough grounds, sport good for mental health, unlock additional hours, multisport site, we spend all year playing on dangerous surfaces that are regularly damaged by dogs, The inner west is totally lacking in providing any all weather facilities for winter sports. There are always issues with drainage on the fields, poor maintenance and damage to surface making them high risk for injuries,
Natural spaces Suggestions for more natural spaces, biodiversity	6.45%	14	I would like to see a significant portion of the parklands devoted to green corridors for wildlife. I would argue against floodlighting and synthetic surfaces, as these are both stressful on birds, insects and animals. If a wetland were possible, even better, natural spaces for children to play, More grassland, the Parklands was a carbon sink, All green space is precious. Spaces for bugs, butterflies & worms to live & thrive, feeding our birds, more emphasis on incorporating local biodiversity protection, More TREE'S!!!! And greenery!!, more indigenous plantings to support corridors for our native animals, birds, reptiles, insects etc, People would like to utilise the park for quiet enjoyment of wildlife, reading, picnicking and walking. It is a place to breathe and enjoy open green space, bush and wetlands in a busy city area.

Theme	Percent	Count	Indicative comments
Other	6.45%	14	There needs to be more access to athletics tracks in
			area that are all weather. The King George Oval
Uncategorised			Track is the only one in the Inner West and does not
			accomodate all weather access, Provision for food
			trucks/coffee carts, ability to have concerts/events
			at the park, Event capabilities at main oval for
			auditorium style events, Take out the basketball
			hoop next to the nets at Easton Park. It is dangerous
			having heavy basketballs bouncing across the path
			of bowlers running on. Perhaps install a bench and
			thus create a changeroom for those using the nets.
			The run up is also too short for the older player. And
			that is the case at all inner west net facilities. A
			chance presents itself to extend the astro run up 5-
			metres and Easton would then become the facility
			for older/better players in the area, I also prefer
			more "Neo-Classical", "Victorian" or "Edwardian"
			designs for our parks, which suit the history of the
			inner west and its terrace houses etc. I often think
			"modern" designs quickly become dated and ugly,
			Commissioning artworks for around the parklands.
			Adding artworks to the pedestrian overpass
			(connected to The Crescent Overpass) to block out
			the view of the road. Make this space more like the
			New York High Line, Democratic, local access (
			without tickets or restricted online ballot systems)
			for celebrations such as NYE and Australia Day,
			more maps/historical/ecological/cultural
			information; transparent system for individuals and
			organisations to book space in the parklands, I
			would like to create a community garden similar to
			Glovers community garden and whites creek
			community garden, One of the aspects of the
			parklands that struck me is there is too much
			exposure to the city west link. The parklands should
			be a sanctuary from the traffic and it would be a
			nicer experience if there was more separation from
			the CWL through creating more acoustic/aesthetic
			bunds, Better signage for keeping bikes off
			walkways and dogs out of water areas. Fines should
			apply. People are encouraging their dogs to swim in
			wetlands!

	1		
On-leash Anti dogs off leash, more enforcement	4.61%	10	Off-leash dog areas will increase the instances of dog on dog attacks, dog on person attacks, and attacks on wildlife who start to inhabit the park, no more off leash areas, Given the damage dogs have done to existing sports fields in the old Leichhardt Council area, it would make sense to bring the rules into line with what is currently in place in the previous Marrickville and Ashfield council areas: no off-leash on sports fields at any time, As with any dog related provision, there needs to be more enforcement. Dog owners are monsters when it comes to their precious furbabies, everyone elses needs are quickly thrown aside, So much irresponsible dog behaviour and dog sh*t on the streets and parks in the Inner West, NO OFF LEASH area to be granted in the Rozelle parklands, as there are plenty of off leash areas in the Inner West at present.
Off-leash Pro dogs off leash, more facilities needed	3.23%	7	Need water bubbler with dog dish, poo bag dispenser, shade, seating, Definitely have a dog offleash walk like Sydney Park would be great, Dogs have become integral members of our community, and providing off-leash spaces promotes socialization, fosters community bonds, and contributes to the overall well-being of pets and owners, I propose designating much of the park as off-leash areas for dogs, except for children's playgrounds, to accommodate the diverse needs of our residents.
Dogs fenced Pro dogs off leash in fenced area	3.23%	7	A fenced off 'off leash' area should be provided. Dogs should be on leash in the remainder of the parklands, The off leash dog area should be fenced, have shade, seating and water, a separate small and large sized dog fenced area would be ideal like the one located in Five Dock, I wish there were more fenced dog parks, not just off-leash dog areas.
Tennis Suggestions for tennis courts	2.76%	6	The closest tennis courts are at Richard Murden Park, which is a 15 min bike ride/43 min walk away and involves going over a large hill. It would be great to have public park tennis courts closer to where I live in Rozelle Parklands, Tennis courts not just all purpose courts, Preference for Tennis Courts for daytime use for 4 to 80 year olds, it was a bit disappointing to hear that the 2 tennis courts were scrapped. Would be good to get those facilities back on the table, There is wasted space there should be a tennis court.

	0 70%	•	
Name	2.76%	6	Retain the name Rozelle Parklands so that visitors can
			identify with the location, I would like the name of the
Suggestions			waterfront area created with the demolition of two of
for names			the veteran's wards to reflect that history as a sign of
			respect to those who suffered trauma in the first and
			second world wars. There are many sites within
			Callan Park that could be given an Aboriginal name
			to reflect and respect that history. Please consider
			naming the newly designed waterfront area as
			Veteran's Green, Indigenous name would be good,
			but please maintain current geographical name in
			parallel to enable way finding and searching of local
			parks. Indigenous artwork & story signs would be nice,
			Buruwan Parklands would be a good name since the
			park was destroyed in the development of
			Westconnex.
More lighting	2.76%	6	Flood lighting to ball courts is acceptable. No
inoro iigi tang	2.70%	0	floodlighting to sports ground, lighting supports park
Courts			safety and activation of the entire park for the whole
lighting,			community into the night, if some lighting on the
floodlighting			small 1/2 court that is already there could be installed
noodiigintiing			that would be much appreciated as my friends and I
			often play after the sun goes down which is very
			difficult without any lighting, Lighting for sports fields
			and courts is a must.
Basketball	2.76%	6	Additional basketball practice hoop (in addition to
Busketbull	2.70%	0	
Suggestions			basketball courts). Existing one number of basketball
Suggestions			hoop is insufficient for number of kids/teens wanting
for basketball			to practice, Larger basketball courts would be great,
facilities			Public basketball courts are almost never used for full
			court play. Can the playing area be maximised by
			installing six half courts?
Asbestos	2.3%	5	Thorough removal of asbestos before we even think
			of bringing our kids back. Shameful.
Fix the			
Asbestos issue			
AFL	2.3%	5	Install permanent goalposts for AFL in main oval,
			missed opportunity for a senior sized afl ground at
Suggestions			this location, Sydney does not have enough full size
for AFL			afl grounds and given rising female participation this
			would be a great opportunity for Balmain or other
			club to gain a new home, Please install Australian
			rules goalposts on the oval during winter,
			Floodlighting for the AFL field, Make the sporting field
			a usable AFL field.

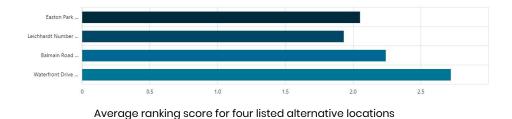
Resident	2.3%	5	Lighting, noise, access issues if Rozelle has a synthetic
impact			field, Floodlighting should be sensitively placed so as
-			to not inconvenience adjacent residents, noise from
Negative			the huge ventilation fan that is directly opposite the
impacts on			residential block at 47-51 Lilyfield Rd is quite loud, and
residents			the ambient noise at our front door is now higher
			than what it has ever been, A full management plan
			that addresses parking, noise and light pollution
			related to the park including a review of parking for
			the park and in the streets surrounding the park
			which can expect to be impacted by sporting and
			other events held in the new parklands, Lighting is
			needed for night use of the park, but floodlighting will
			create light pollution and disturb adjacent residents.
Filter	2.3%	5	More trees need to be planted to help offset the
			pollution spewing from the unfiltered stacks, Given
Need to filter			there are 3 unfiltered smoke stacks I'd like to see a
stacks			publicly visible pollution monitor at the park.
Soccer	1.38%	3	Please create an all weather football/ soccer field
			either at Easton park or the new Rozelle parklands. For
More pitches			someone who loves the sport and takes it very
for soccer			seriously we need a field that is consistently in good
			shape no matter the weather and how often it is
		-	used.
Sport-other	1.38%	3	Add volleyball court layout to the multi-purpose court
			area, The artificial surface should cater for field
Volleyball,			hockey. The Glebe District Hockey Club has been
hockey,			seeking a full-field artificial surface in the local area
pickleball			since the 1980s. Any decision on an artificial surface
			should be made with the club in mind.
Cricket	0.92%	2	please don't remove existing cricket grounds. There
			are not enough cricket pitches in the Inner West - the
Suggestions			Inner West representative cricket teams were forced
for cricket			to play numerous games out of area because there
			are not enough ground in the area, and the ones that
			are in area are often in unplayable condition for high
			level junior cricket, Retain cricket fields please.

Q3 - All-weather sporting fields preferences.

Respondents were asked the following question about their preferences for an alternative location for the all-weather sporting field:

Council Meeting 5 March 2024

The all-weather sporting field that had been promised at the Rozelle Parklands was deleted from the final plans. At Council's insistence the NSW Government has now made funding available for this facility to be delivered at a nearby location. We are seeking your feedback on the following possible locations for the all-weather field to be delivered: Waterfront Drive (Callan Park), Leichhardt Oval no.2, Easton Park, and Balmain Road playing field (Callan Park). To let us know your preference, rank the list of sporting fields below in order of importance to you.



Q4 - Any other comments

Respondents were provided with a free text box for other comments. There were 181 responses to this question.



The word cloud represents the key themes of the open comments – the larger the word, the more comments in the theme. People who responded to this question were divided roughly equally to those who overall supported and opposed all-weather surfaces.

The four options for all-weather surfaces were included as themes. The highest number of comments were about Waterfront Drive which received the highest ranking in question 3. Many respondents were supportive of the all-weather surface here but others were concerned about the environmental or access impacts.

The below table expands on the main themes including, the overall percentage of comments, number of comments, and indicative comments in the theme.

Theme	Percent/	Indicative comments
Newty work to we	Count	
Natural turf	40.88%	I would like to raise my objection to the use of synthetic pitches
	74	on Easton and Callan Park. Both these grounds are used by
		cricket in the summer months. By changing to synthetic will
		result in a devasting impact on the sport. We are at capacity wi
		grounds for our sport and with the continued growth if both ma
		and female participation we cannot afford to loose any ground
		In addition these are all purpose fields which enable use by
		many sports the move to synthetic will reduce the purpose and
		only support one sport; It is imperative that designated cricket
		grounds (Easton Park and Waterfront Drive) are kept as turf
		fields; I have a strong football background, having grown up in
		England and played and watched football since I was a child. I
		currently coach three football teams, play football and I am a
		committee member for the Leichhardt Saints. I do not believe
		that a synthetic field is required in any of these locations. While
		these surfaces can potentially be used for training, they are not
		appropriate for playing matches. Their environmental footprint
		extremely poor with plastic particles ending up in our waterway
		and breathed in during sporting activity. I would prefer to see th
		council invest in higher quality grass pitches at all four locations
		Leichhardt 2 is currently a decent field for rugby, Easton has
		recently been re-turfed, while Waterfront and Balmain have
		been poorly maintained for years. I also enjoy walking across
		these fields, on occasions with my dog. Installing a synthetic fiel
		would completely ruin the enjoyment of these natural public
		areas for the vast majority of residents; I think that all weather
		surfaces, which are made of nylon, polypropylene or
		polyethylene, are bad for the environment, and also provide a
		much harsher surface to play on. These surfaces overheat in ho
		weather which can make them unusable. Artificial grass
		contributes to global warming by absorbing significantly more
		radiation than living grass and, to a lesser extent, by displacing
		living plants that could remove carbon dioxide through
		photosynthesis. Not a good choice!; Re the synthetic field
		question. None of the above ideally. It would be better
		environmentally and financially for the investment to be made
		improving the management of ALL the playing fields in the area
		The Mick Battam method utilised in Mosman to extend the hours
		of usage and the condition of playing fields needs to be
		investigated. It appears to have worked well in their case. Such
		an investment could prove to involve more hours of usage for
		more players than a concentrated investment on just one field.
		Council does need to carefully and fully investigate all the
		options (not just four) and their financial and environmental

Theme	Percent/	Indicative comments
	Count	
		implications. A rush to choose one field and one of the possible
		treatments is not advisable on multiple grounds. Sadly this rather
		limited and distorted questionnaire is not a good start.; Hybrid or
		full synthetic grass will become an excuse to stop dog owners
		using sports fields to exercise their dogs (when sports groups are
		not using the field). The council should use 100% natural grass turf
		and focus on maintaining that turf.; Unfortunately the Science
		says All-weather sports fields are major sources of marine
		plastic pollution. I am therefore against implementing one.; I
		would significantly prefer NO all weather sporting field at all.
		Artificial grass is an environmental disaster. It contains PFAS and
		other toxic 'forever' chemicals. Synthetic sporting fields break
		down every time they are played on, releasing microplastics into
		the environment. The material is very challenging to recycle and
		will likely end up in landfill where it will release more
		microplastics. The fact that all of these 4 options are near
		waterways makes an all weather option worse unless there are
		significant mitigation aspects put in place to capture
		microplastics and have an end of life plan in place for the turf
		from the get-go.; Synthetic playing surfaces are a lazy
		alternative to good grass management. They are expansive to
		install, slippery when wet, are unusable in hot weather, need
		replacing after 10 years, the list goes on. Invest in better
		management of natural grass surfaces. The sporting ovals in
		Callan Park should remain as grass. I cannot bring myself to
		place them on this listing. Easton Park and Leichhardt Oval 2
		seem like the most obvious contenders for all weather surfacing,
		but there is little information (none) on what the new surface will
		be. Is it the old-style plastic astroturf, which distributes
		microplastics throughout the area, or a new organic material?
		Before asking people to vote, this should be made clear!!;
All-weather	39.23% /	Girls footballers are the big losers with lack of all weather pitches
	71	in the North of the inner west. Football has the highest
		participation and should get the priority over less popular sports
		such as AFL and Rugby League; It's pretty poor that we have the
		largest junior football club in the southern hemisphere in BDFC
		and we play on an assortment of pothole filled fields where the
		grass sadly can't keep up with the traffic and becomes dirt within
		weeks. Or kids and community deserves better. For those who
		would advocate prioritising dogs I'd say that there are many
		green spaces that are not playing fields so they have options
		and families with kids playing sport do not; Inner West
		desperately needs an all weather sports field; As the largest
		Community Club in Australia I believe that Balmain District
	1	Contractive Orab in Australian believe that bailthain District

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Attachment 1

Percent/	Indicative comments
Count	
	Football Club deserves an all weather facility at our home
	ground. With over 3000 playing members (Six from my family
	alone) and periods of rain many times we are unable to play or
	are playing on a grass surface that has deteriorated badly from
	over use.; We need the field to be full regulation size with marking
	for kids fields also to maximise the utility of the site - ideally there
	can be 2 regulation size fields to further improve the ROI;
	Waterfront drive oval is a fantastic community plying field and
	should be the top contender for the all weather playing field. By
	the end of each soccer season the field is a dust bowl with
	diverts that can cause serious player injuries; Balmain district
	football club is one of the largest in Australia. As a female O35
	player, we have very limited access to quality local pitches for
	training or our games. All of our local fields are in terrible
	condition with poor drainage and this opens all players, kids and
	adults alike to injuries.; Callan Park is absolutely horrible to play
	on. The grass only exists for about one week of the year and
	every other week it is dirt. It is our home ground and it's
	embarrassing. An all weather field down there with the new club
	house would be amazing!; Please instate an all-weather surface
	and emphasize the importance of Kids sport. If they have these
	year round surfaces all over other parts of Sydney, what not in
	ours ?!; Our kids and players aren't getting a fair opportunity.
	There should be no dogs allowed on a designated game pitch.
	Constant resurfacing costs council serious money and takes the
	pitch out of action. The ovals are so heavily subscribed because
	there is so much desire to play.; The best place for a synthethic
	sporting field is at the "synthethic" Rozelle Parklands, which is now
	full of asbestos anyways. So why not just include an all weather
	plastic sporting field there; Make it suitable for a hockey pitch /
	soccer pitch / multiple uses. King George oval could also house
	multiple pitches of synthetic turf.;
	Percent/ Count

Theme	Percent/	Indicative comments
	Count	
Waterfront	18.23% /	Waterfront makes sense because the Balmain club already use it
	33	extensively. And there are lots of options for dog owners and
		other park users in the same area. Here some reasons why the
		others don't work - Easton is popular with dog owners, Balmain
		Rd is small and has no existing facilities, Leichhardt No 2 is the
		home of rugby; Waterfront Drive is the most suitable site for an
		all weather playing field as it's next to the clubhouse facilities
		and there are no nearby residents, this allowing for longer
		opening hours; I am very much in favour of a synthetic field,
		much needed by BDFC, but not at Waterfront oval. Leichhardt 2,
		Balmain road or Glover st would be my preferred locations.
		Aesthetically Waterfront would be ruined by a synthetic pitch.; As a resident we are concerns with all year long day usage profile
		cause by Synthetic field at this location will have with resident
		access, noise and parking all year. Lighting impact may become
		an impact if used all year due to limited synthetic facilities in the
		Inner west council. Best location is waterfront park away from
		houses and local roads.; Waterfront Drive is the right choice for
		all weather pitches as they are used constantly and no residents
		directly impacted; An all-weather field at Waterfront Oval makes
		so much common sense - it doesn't in any way take away from
		the amenity of the area, and it doesn't prevent locals from
		enjoying the huge area that is Callan Park and walking their dogs
		(I am a dog owner that also goes there). There is no "plastic"
		grass being asked for, just the chance to better share and make
		use of our very limited resources.; An all weather field at
		Waterfront Drive is the most logical location for the field, with no
		disruption for nearby residents, and close proximity to the new
		community facility that is being developed at Building 497. The
		oval is large enough to accommodate a separate grass second
		pitch, which could still be enjoyed by dog walkers, alongside the
		many hectares of walking areas that are also available to them through Callan Park.; PLEASE PLEASE provide an all-weather pitch
		at WFD! BDFC is the biggest soccer club in the country, it's terrible
		it doesn't have one. The neglect will eventually end up on the
		news, like the Leichhardt Oval stand collapse last year!;
		Waterfront is the best option combined with the new toilets and
		club house for Balmain. Balmain is the largest community
		football club in Australia and our grounds are dangerous and
		inadequate.; As a Balmain resident, regular user of Callan Park,
		Balmain football registered player & currently work within the
		park at Ambulance HQ. I feel strongly that waterfront oval is the
		worst place a synthetic pitch should be developed. The whole
		aesthetic of the local area & serenity of waterfront will be forever
L		

Theme	Percent/	Indicative comments
	Count	
		changed should a synthetic pitch be developed within the
		waterfront grounds.There is a risk the pitch will be monopolised
		by BDFC , and overused though both winter & more concerning,
		summer months. If waterfront was developed I believe the multi
		use & therapeutic use of the grounds will be lost forever.; As a
		local resident, I believe that the ideal location for a new synthetic
		pitch is the waterfront drive grounds adjacent to the Bay Run. I
		believe this location is superior for a number of reasons including
		sufficient parking & it being location some distance from
		housing. I state this as I assume sport activities including training
		will take place until late in the evening every night of the week
		with lighting also burning bright; Waterfront Drive is the most
		suitable location by far - its use would not impact any existing
		residents, would use existing floodlighting and would also use the
		Balmain and District Football Club clubhouse/amenities building next to the field. New grassed space is currently being created
		nearby where buildings have been demolished so there would
		be no net loss of grassed areaThe field at Waterfront could then
		be used by Balmain Football Club. The current cricket club use at
		Waterfront can be relocated to the new Rozelle Parklands oval.
		Would love it at waterfront drive, my daughter plays here and a
		lot of the time her sports were cancelled due to waterlogged
		pitches. We like Waterford drive, easy parking.
Easton	11.6%	My sporting team has trained at Easton Park every year for past
	21	six years. But the fields only stayed in safe, playing condition for a
		few months before they become unfit for play. The ground is
		unstable and there's so many holes and mud. A team player has
		injured themselves before from the state of the field. Halfway
		through the season my team had to move training to Birchgrove
		cause the field wasn't fit to train on. Theres enough space for
		dogs and grass activities at the Parklands. Created a synthetic
		pitch at Easton Park. Every year it's the same problem and the
		only solution is getting a synthetic pitch. People walking dogs can
		just walk across the road to the Parklands? Have some
		consideration for the hundreds of players that would utilise the
		field; Please leave grass in Easton Park, it is a major dog park, and
		we don't want them banned; Easton park is especially
		unsuitable as it is a small local park where residents gather every
		day to play with their children and dogs. It absolutely is not
		suitable for artificial turf.; Easton Park is an unsuitable location for
		this:
		The park is surrounded by medium density housing. Installing a
		synthetic field will significantly increase use of the sport field,

Theme	Percent/	Indicative comments
	Count	
		resulting in increased noise, parking issues & light pollution for
		residents.
		Residents & users will be impacted by the smell of the surface in
		the heat. It is in the high density housing zone announced by the
		state government. Every bit of natural green space needs to be
		retained for additional future residents of the area.; Please keep
		Easton Park out of this. It took such a long time to finally get the
		park opened up again and after a few attempts have some
		grass there , plus benches. We certainly don't want this grass
		replaced by plastic grass which is not good for the environment
		anyway. There is a nice community of people who live there and
		meet in the afternoon, accompanied by their dogs who play with
		each other. Sometimes some boys are playing football there
		which is already a nuisance as I can hear them screaming from
		my place which is up the road, and they are usually leaving a
		mess in the park which is never cleaned up and can cause a
		problem for the dogs - ranging from food items to packages and
		bottles and sticky tapes and bandages etc. They just throw their
		rubbish on the grass . It would be much better if they were not
		allowed to play at Easton Park.; Easton park should never be
		covered in synthetic turf for sports use only. It is the main park for
		residents in the area and a significant place for family picnics
		and dog walking, plus the council spent 500k on the real grass -
		which is now beautiful. It is surrounded by housing and a cool
		shady spot for summer heatwaves. Making it plastic would be a
		disaster for the local community!!!; The Rozelle Lilyfield Resident
		Action Group) has been advocating for the picket fence to be
		reinstated to Easton Park oval since 1978. This is long overdue.;
		Pick the fields that can't survive in their location. Easton Park the
		grass always dies because the trees block the sun. ; Easton Park
		would impact local residents and has an inadequate amenities
		building.; I really want to see a new synthetic football pitch at
		Easton Park. It's a great place for the whole community to play
		and have fun. The park already has a sporting ground, so adding
		a football pitch would be awesome. I think it would be a fantastic
		investment in our health and happiness. I hope you'll consider
		making Easton Park the home of the all weather sporting field.

Theme	Percent/	Indicative comments		
	Count			
Balmain	6.08%	I regularly play at Balmain Rd during the winter soccer season		
Road		and this ground is often in terrible condition and the risk of		
	11	injuries is high. The inner west is totally lacking in providing any c		
		weather facilities. Strathfield Park is an excellent example of a		
		mixed use ground - both all weather plus grass with excellent		
		facilities for sporting teams. It is an embarrassment when other		
		teams have to play at Balmain Rd.		
		I am also a dog owner and think there is ample space for dogs t		
		play elsewhere in Callan Park; If the council is determined to		
		invest this large amount of taxpayer funds for a minority of the		
		community it should be at the Balmain Road sporting ground;		
		Balmain road sporting ground is one of the worst surfaces in the		
		inner west, I've been playing in the inner west comp for three		
		years and have witnessed multiple ankle injuries on that field du		
		to uneven ground. Would be great to put a synthetic field		
		somewhere that conditions are currently bad, rather than on a		
		grass field that is in good condition.; Has to be Balmain Rd 1st.		
		Waterfront Drive ground is excellent by comparison. I'm a Coacl		
		at Leichhardt Saints and also dog owner. I get a good look at all		
		these surfaces.; Balmain road has everyone's dog digging up th		
		surface, so may as well replace it with synthetic field.; Balmain		
		Road is too small and has no amenities building or carparking		
		and would impact nearby residents.; Balmain Road Sporting		
		Ground (Callan Park) should not be touched for a sports stadiur		
		development due to being a Conservation Area and as such		
		there a should be an overarching strategy for the use and		
		development of Callan Park, which respects its heritage;		
Cricket	4.42%	Synthetic grounds must not come at the cost of losing existing		
	8	cricket grounds. The inner west already has too few cricket		
		grounds - kids are frequently playing on grounds that are too		
		small for their age group already, and spaces for training are		
		highly contended in summer. Waterfront Drive Sporting Ground		
		one of the few full size grounds for U15 (under 15) for example,		
		and Easton Park is one of the few with reasonable shade for		
		parents, and both already have cricket nets for warm-ups and		
		training adjacent to the playing field. I am aware that the		
		parklands includes a cricket ground with a synthetic wicket, but		
		lacks shade and cricket nets, and it would be perverse if the		
		outcome of adding this cricket ground was just to lose another,		
		leaving the cricket community no better off than before the		
		additional space and money. Please ensure you consult with the		
		local cricket clubs (e.g. Balmain South Sydney and Leichhardt		
		Wanderers) on plans affecting junior cricket facilities.		
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Theme	Percent/	Indicative comments
	Count	
Leichhardt	1.66%	Leichhardt No.2 would not have enough space for a suitable
No.2	3	amenities building which would need to be built - it would also
		stop that field being used by rugby league and union clubs -
		including as a warm up field in association with Leichhardt Oval.;
		Leichhardt Number 2 Sporting Ground has very poor access not
		suitable for large numbers of people to access as it currently
		stands.; Leichhardt No 2 is only feasible location. I know that
		sporting clubs like them because they are all weather but
		otherwise question benefits. Kids don't like playing on them, they
		exclude other uses, generate plastic pollution. Glover street is
		another option less concerning than places closer to waterfront.

Q5 - Are you representing a sporting club or organisation (required)

|--|

Response	Number of responses
No – not representing a sporting club or organisation	449
Yes Sporting Club	54
Yes Organisation	2

Feedback from the 56 respondents who stated they represented a sporting club or organisation has been included in the above detailed analysis, and is further segmented below, to show the range of first preferences for the all-weather sporting field alternative location.

Sporting Clubs

Sporting Club	Number of overall responses from club	First preference for all-weather sporting field	Number of first preference responses
AFL NSW/ACT	1	Balmain Road	1
Balmain AFL	1	Waterfront Drive	1
Balmain and District	35	Waterfront Drive	29
Football Club		Easton Park	3
		Balmain Road	2
		Leichhardt 2	1
Glebe District Hockey	1	Easton Park	1
Iron Cove Cricket	2	Leichhardt 2	1
		Balmain Road	1

Leichhardt FC	1	Balmain Road	1
Leichhardt Saints	10	Balmain Road	10
Leichhardt	1	Opposed to all-weather	1
Wanderers and		sporting fields	
Cygnets			
NSW Football	1	Waterfront Drive	1
Inner West Harbour	1	Leichhardt 2	1
Cricket Association			

Online responses from organisations

Organisation	First preference for all-weather sporting field
AshBUG	Leichhardt 2
Rozelle Lilyfield Resident Action Group	Opposed to all-weather sporting fields

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Attachment 1



Item 22

ATTACHMENT 2 -SUBMISSIONS RELATING DIRECTLY TO THE PROVISION OF ALL WEAHTER SPORTING SURFACES IN NOMINATED SPORTING GROUNDS

Leichhardt Saints Football Club



RE: Planning for Rozelle Parklands 10th of February 2024

To whom it may concern,

Leichhardt Saints FC is a community football club with over 1,000 players, the overwhelming majority of which are residents within the Inner West Council area (>75% in 2023). We are on track to surpass 1,200 players in the 2024 season, which is a forecasted increase of players of 17.8% year on year. Our current field allocations are insufficient for our needs, and we expect the demand to only increase in the years to come.

As a volunteer-run, local community club, we welcome the opportunity to comment on the proposal to convert a sporting field to an all-weather surface and support any initiative to improve facilities and access to sporting fields within the local area.

Balmain Road Sporting Field

Leichhardt Saints believes that Balmain Road Sporting Field represents the best opportunity for an all-weather field.

We appreciate that there will likely be opposition to the conversion of a sporting field to an allweather surface so we would encourage Council to consider which of the four fields proposed has the potential for the greatest amenity improvement for the local football community.

We strongly believe this is Balmain Road Sporting fields for several reasons which we will list below such as use by other sports, parking availability, warm-up space, and the impact of winter sun.

Sporting use of an all-weather field

Unlike the 3 other fields proposed for possible conversion, Balmain Road Sporting Field is used exclusively for organized soccer, so there will be no impact to sports that may prefer playing on a grass field such as cricket, rugby and AFL.

This would allow the Summer and Winter use of the field to continue as it is today.

With Leichhardt Saints' minimal usage requirements in Summer this also opens the opportunity for other local clubs to run their summer football programs at the field, something which does not happen today due to the poor condition of the surface after the Winter season. This could relieve the pressure on grass fields in Summer which in turn would have a positive impact on the grass condition of those fields.

www.leichhardtsaints.com PO Box 821 LEICHHARDT NSW 2040 ABN: 12 814 998 416

Parking

Of the four fields proposed Balmain Road Sporting Field also has the greatest access to parking, without impacting the local community.

Balmain Road Sporting Field utilises the Ambulance NSW car park which has capacity for 95 cars (far beyond what is needed for a typical community football game).

The other 3 fields have either insufficient parking (Leichhardt No.2 and Waterfront Oval) or require participants to park on local streets (Easton Park).

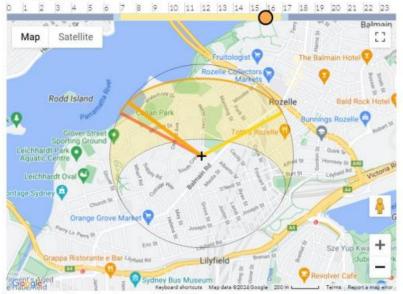
Balmain Road is best placed to facilitate the potential increased demand, participation, and spectators that an all-weather football field is likely to experience.

Winter Sunset

A local all-weather field will be the premier field to play football on, and as such the playing experience should be the best possible.

Of the four fields proposed Balmain Road is the only one that has the winter sun set along the sideline, rather than facing a goal mouth.

The below graphic shows the sun position in orange at 4pm on the 23rd of June 2024, which for most of the fields proposed will face directly into the eyes of players, severely impacting the playing experience:



Source: https://sun-direction.com/city/4060,sydney/

www.leichhardtsaints.com PO Box

PO Box 821 LEICHHARDT NSW 2040

Warm-up areas

Continuing the theme of the best playing experience, critical to this is a sufficient area outside of the field for teams to warm-up on ahead of their games.

Again, we believe this is Balmain Road Sporting Field as it has flat space at the north end of the field.

This is not the case for any of the other proposed fields, with either a lack of space off the playing field, or the space that is available having a significant gradient hindering player warm-up.

Off-leash dog areas

The conversion of an existing sports field to all-weather will likely impact local dog owners as the field will no longer be accessible to off or on leash dogs.

Balmain Road sporting field is best placed to mitigate this impact given its close proximity to the Balmain Road Green (50metres):



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Balmain Road Village Green (off leash dog park) - 50m from Balmain Sporting Field:



While we frequently observe many dogs on the sporting field, this large grassy tree-lined area is mostly empty.

We also note that in the recent plan of management for Blackmore Oval there was the following point:

"Change in Companion Animal Regulations. Off leash status of park revoked. New Dogs on Leash at all times management regime introduced. Noting that there is a full time dedicated off leash park at Hawthorne Canal Reserve (450m walking distance)."

Given the distance to Balmain Road Village Green is far less than the distance from Blackmore Oval to Hawthorne Canal Reserve, the impact on dog owners would be less than this recent Council decision.

Current Quality of Balmain Road Sporting Field

Balmain Road Sporting Field is in extremely poor condition and was rated as the third worst Council field in late 2021 (behind Mackey and Steel parks). We would argue that if the survey was conducted today, it would easily rank at the worst playing surface within the LGA.

The poor condition is increasing the number of injuries sustained by both our and visiting football players, and even resulted in the closure of the field for a significant portion of the second half of 2023.

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As an example, the following is from a Referee incident report from a Women's game at the Balmain Road Sporting Field on the 16th of July: "Balmain Rd sporting field is a less than ideal soccer pitch with many potholes in it. In the 40th minute mark of the first half, I heard a scream from the direction of my back. At that time I was directly looking at the play near the northern touch line midway of the home team's half. As I turned around, I saw home team player No.9 was crying in a great deal of distress while curling herself in a foetal position on the ground. In between her howling, she said she twisted her ankle in the pothole just next to her which is right at the middle of the pitch and 5 meters into the away team's half. "I heard a snap sound" was her literal words. As she wouldn't let anyone touch her foot in her highly distressed state, I made the decision to have the half-time then while her coach and her support crowd could attend her injury."

Unfortunately, the player in question will not return to football in 2024 and has stated that she cannot risk further injuries on poorly maintained surfaces, which is disappointing given we are trying to increase female participation in sport.

As a result of the above referee's report the Secretary of the Canterbury Referees Association inspected Balmain Road Sporting Field in July 2023 and made the following report: "I have taken some photos and walked fairly extensively over the pitch observing various areas of significant concern that I have for everybody's safety.

Very loose sand, sand moves when walked upon and when the wind blows, small holes, dogs digging the holes. All grounds have some sort of wear and tear as you would all agree. It is in my considered opinion that the major 20% of the field where it would seem most of the

play occurs does pose a greater than normal player safety issue. When all is said and done, I would recommend, but this is up to the club and Football Canterbury that this field not be used this weekend and be reassessed by the council and maybe the club to see what can be done."

Subsequent to this report being made the field was closed by the Association for games for the remainder of the season severely impacting local football participants.

Despite numerous efforts by Council staff to remediate the field, at significant cost to local ratepayers, the surface has not improved, and we believe there is a very real risk of games once again not being scheduled on our local fields. As a result, our club will need to pay appurtenance fees to clubs that host these games (along with our Balmain Road Park hire fees).

Below are some photos of the playing surface on the 10th of February, after significant rest periods and remediation works when the field should be at its best.

Compared to other local fields it is clear to us the field will not stand up to the rigours of a winter season:

tem 22

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Attachment 2



Further Improvements to Balmain Road Sporting Field

As part of the Callan Park Master Plan, it is proposed that the buildings at either end of the field will be demolished. Currently these buildings are abandoned and marked with "Danger Asbestos" signs, and we do observe children on the grounds of the buildings.

Removing these buildings would add to the warm-up area at one end of the field, would also increase the amount of natural grass, and allow the creation of an amenities block (sporting pavilion) at the other end of the field, further improving the utility the local community would receive from the field.

Currently the toilets and equipment storage are some distance from the field, in buildings that could also be demolished to increase the natural grass area.

Why an all-weather surface?

Many of those that object to the construction of all weather surfaces will cite a player's preference to play on grass; however our players are not playing on grass, they are playing on sand and dirt, and they deserve better.

They will also cite studies that suggest an increase in injuries that occur on all weather surfaces, however these studies are flawed as they are typically using data from older all-weather surfaces, not the latest technology. We have also seen far more injuries occur recently on our grass fields due to their poor condition.

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PO Box 821 LEICHHARDT NSW 2040

Lastly, we feel it is worth noting that the games washed out for players between the ages of 4 and 12 are not rescheduled. In instances of poor weather local children are missing out on the chance to play their favourite sport, while those in neighbouring Council areas are playing.

Whilst we strongly believe that Balmain Road Sporting Field overwhelmingly represents the best choice for conversion to an all-weather surface, our greatest motivation is to see local residents have access to the sporting facilities they deserve, and we would support any of the four fields proposed being converted, even if it meant no additional value to the Leichhardt Saints Football Club.

Regards, Matthew Bowen LSFC President president@leichhardtsaints.com

www.leichhardtsaints.com PO

PO Box 821 LEICHHARDT NSW 2040

CANTERBURY DISTRICT FOOTBALL ASSOCIATION

Football Canterbury Inc.

9th February 2024

Our ref: FC2024-019

Mr. Darcy Byrne Mayor Inner West Council 7-15 Wetherill Street Leichhardt NSW 2040

By Email: Darcy.Byrne@innerwest.nsw.gov.au

Dear Mayor Byrne

State Government Grant - \$20 million - Inner West Council

Football Canterbury is aware of the funding announced by NSW Roads Minister John Graham to assist the Inner West Council in addressing deficiencies in facilities and amenities at the Rozelle Parklands and surrounding areas.

We understand that some of the funds allocated by the NSW Government have been earmarked for constructing an all-weather sporting field and floodlighting for sporting fields. It follows a decision by the Government not to proceed with an all-weather playing surface for football within the Rozelle Parklands.

The Council has identified four potential venues at which an all-weather playing field may be located. These sites are Waterfront Drive and Balmain Road, both located in Callan Park, Easton Park and Leichhardt No 2.

Given the growth of football and the fact it is the largest participant team sport in the Inner West LGA, we seek to advise you of the Association's view on the best location to optimise the maximum use of any investment by Council of funding provided by the State Government for the construction of an allweather playing surface.

Our preference is for Waterfront Drive, which is located in Callan Park. The logic behind this preference is as follows.

FOOTBALL TO THE



P. oz 9716 8558 admin@footballcanterbury.com.au footballcanterbury.com.au 42 Arthur Street Ashfield NSW 2331 PO Box 973 Ashfield NSW 1800 @footballcanterbury



Attachment 2

Football Canterbury Inc.



- Waterfront Drive is away from residential housing.
- Waterfront Drive is the home field of Balmain & District Football Club, Australia's largest community-based football club. The Balmain & District Football Club covers male and female participants from minis, juniors, youth, and adults to mature age (60 years plus).
- Balmain & District Football Club also delivers programs for people with disabilities, spring/summer activities, and school holiday clinics. The Club provides football activities throughout the year.
- The Club has been working diligently towards securing a clubhouse next to the Waterfront Drive playing fields. In negotiations with the Greater Sydney Parklands, Building 497 behind the goals at Waterfront Drive was identified. The Club is concluding arrangements for the adaptive reuse of the building as a clubhouse and sporting and community facility.
- The placement of the all-weather playing field close to a renovated Building 497 makes economical and commonsense. It will complement the State and Local Government investment and funds raised by the Balmain District Football Club and ensure complete activation of the facilities provided.

In addition to the above points, the "Matildas" effect has driven further growth in the registration of girls and women. As the largest community club in Australia, Balmain & District Football Club faces the heightened challenge of keeping female players happy and providing facilities that meet community expectations and modern standards. An all-weather field and clubhouse at Waterfront Drive will meet the needs of female participation.

Making the game accessible to all has been a critical driver of the Club for the last decade. It has been done while still having inadequate space to play and antiquated facilities. Notwithstanding these obstacles, the Club has become Australia's largest community football club.

Providing the Club with an all-weather playing field adjacent to the future Clubhouse and community facility makes sense. It will benefit football participants and local people who use or visit the Waterfront Drive area.

Regards, Trent Thomas Chief Executive Officer P. o. 2 976 8558 admin@footballcanterbury.com.au footballcanterbury.com.au footballcanterbury.com.au footballcanterbury.com.au 42 Arthur Street Ashfield NSW 233 PO Box 5927 Ashfield NSW 243 PO Box 5927 Ashfield NSW 243 PO Box 5927 Ashfield NSW 260 @footballcanterbury Community COMMUNITY

BALMAIN & DISTRICT FOOTBALL CLUB

BALMAIN & DISTRICT FOOTBALL CLUB

PO Box 1020 Rozelle NSW 2039 ABN 32 005 892 448

www.balmainfootball.com.au

18 February 2023

Aaron Callaghan Inner West Council via email: aaron.callaghan@innerwest.nsw.gov.au

Dear Aaron

SUBMISSION IN SUPPORT OF AN ALL-WEATHER PLAYING FIELD AT WATERFRONT DRIVE, CALLAN PARK

This submission is made on behalf of Balmain & District Football Club. Our Club is the largest community football club in Australia with over 3,000 members, including over 1,000 girls and women, most of whom live in the Inner West Council area with the majority in and around the Rozelle Parklands/WestConnex interchange area of Balmain/Rozelle/Annandale/Leichhardt.

We are currently in the process of managing registrations for the 2024 season and have already seen a marked rise in registrations received compared to last year. Fifteen of our junior age groups had moved to waitlist prior to our Returning Player Priority Window closing on February 1. Another six age groups had limited spaces available. This year, the first groups to be waitlisted were Girls. Increased female participation in the junior age groups as well as Over 35 Women, has put increasing pressure on local fields for local players.

The principal constraint our club faces in trying to accommodate the demand from local residents to be able to play their preferred sport in their local area is the lack of safe and accessible playing fields.

We work closely with Council staff to obtain access to fields managed by the Council but appreciate there is a finite amount of playing space available and are aware that those fields are heavily used, by all members of the community including local schools. We also note that, unlike the playing fields on the southern side of Parramatta Rd, dogs are allowed off-leash on most of the playing fields in our immediate area, often resulting in fields falling into disrepair and making them potentially unsafe to use.

We are aware that the NSW State Government has made \$20 million available to the Council to address deficiencies and amenities at Rozelle Parklands and, specifically, to provide an all-weather field nearby. As part of the Council resolution on 5 December 2023 we note that this community consultation is exploring nearby locations where an all-weather surface could be delivered by Council for the benefit of local clubs with Waterfront Drive (Callan Park), Leichhardt No.2, Easton Park, and Balmain Road playing fields (Callan Park) Park) being potential locations for the community to be consulted on.

Our Club welcomes the positive action the Council is taking to recognise the need for an all-weather playing field in the locality to serve local needs. We are well aware of the various all-weather fields available to other local clubs, including those based in the Inner West Council area, and urge the Council to take the positive step of selecting the Waterfront Drive field at Callan Park - our home ground for over 50 years - for the installation of a new all-weather field. Football NSW figures illustrate that our local area of

1



BALMAIN & DISTRICT FOOTBALL CLUB

Balmain/Rozelle/Lilyfield has the highest concentration of football players in the Inner West Council area, and more than double the State average. These participation rates are a direct result of decades of work by the club and the inclusive nature of BDFC. These local players are best served by a safe, accessible, allweather at Waterfront Drive

We explain below why Waterfront Drive is the best option for the provision of an all-weather field, and why concerns that have been expressed in local social media about an all-weather playing surface need to be considered with caution. These opinions fail to take into account advancements in technology that enable new hybrid playing surfaces of up to 95% natural grass to deliver the outcomes of a more durable and hard wearing surface than existing grass surfaces are able to offer.

In this context, it is important for Council to acknowledge that, while there may be some concerns about the introduction of a new playing surface at Waterfront Drive, any failure by Council now to act to draw on the State Government funding currently on offer, would mean the opportunity to significantly improve local sports facilities for community clubs whose members have endured the impacts of the WestConnex development would be lost. This would also mean that, when Council finally commits to providing an allweather surface for our community, it would have to find the funding from its own budgets which could otherwise be committed for other local services.

Council staff will be well aware that an excellent new all-weather playing surface has recently been provided at Tempe Reserve. We consider an improved version of this can be provided at Waterfront Drive in the northern part of the Council area to help satisfy community club needs in our area. It would be unfair for Council to rule out this opportunity that is now on offer, utilising State Government funds. when it has previously acted to serve other members of its community in a similar way at Tempe. It would seem particularly unjust if some of the \$20 million funds made available are not applied to improve our existing home ground field at Waterfront Drive, as it is by far the best of the solutions identified.

Why Waterfront Drive?

The selection of Waterfront Drive for an all-weather field would align with the substantial investment the Club and the State Government is currently making in the refurbishment of Building 497 adjoining the field to become our permanent clubhouse. This forms part of the Greater Sydney Parklands plans for the activation of this part of Callan Park and will also involve the demolition of the grandstand building we currently use for storage and canteen facilities.

Waterfront Drive is our main playing location and will soon have excellent supporting facilities at the new clubhouse, including new accessible male and female toilets and changing rooms, canteen and storage facilities. There will be no need for additional investment by Council in supporting facilities if Waterfront Drive is selected. The field will also have new carparking to serve the area and already has 200 lux field lighting installed.

The field is well located on the Bay Run to serve the local community and, unlike the other fields being considered for an all-weather surface, its use does not impact on any nearby residents.

Our Club currently shares use of the fields at Waterfront Drive in the summer with Balmain South Sydney Cricket Club. However, as a larger and much improved cricket oval has now been built at the Rozelle Parklands, it would seem entirely appropriate to allow the cricket club to move to that new facility which will have much improved facilities and services it can use. There will be no other sports club users of the field impacted by the selection of Waterfront Drive.



BALMAIN & DISTRICT FOOTBALL CLUB

We are aware that the fields at Waterfront Drive are currently used by off-leash dog walkers. This use has frequently generated damage to the playing surfaces with which Council staff will be familiar. We recommend that the new all-weather playing surface is not made accessible to dog walkers. This would still leave a large area of Callan Park, including the adjoining grass field and the newly established Waterfront Green for dog walking use.

The Other Fields Under Consideration

Easton Park – This field is also used by our Club but we are aware that its selection would mean more intensive use that would have impacts on nearby residents. The field is also severely lacking in supporting amenity facilities and would therefore require the construction of a new amenity building with toilets and changing rooms and storage facilities, along with upgrading the field lighting to 200 lux. All of this would be at additional cost to Council.

Balmain Road – the playing field at Balmain Road in Callan Park is too small to accommodate a full-size playing field. It is also lacking in any supporting facilities and would require the construction of a new amenities building with toilets and changing rooms and storage facilities at cost to Council. The construction of such a new amenities facility may not be permissible under the Callan Park Act. More intensive use of the field would also be likely to generate complaints from nearby residents. It is also notable that, in contrast to Waterfront Drive, a fenced off all-weather field at this location would take up all the space at that ground, and thus would not leave any space for a turfed area for dog walkers to use, unlike the remaining area that would be available at Waterfront Drive alongside a new all-weather field.

Leichhardt No.2 – this field close to the Leichhardt Swimming Pool is currently used in winter by rugby league and rugby union clubs, both of whom have expressed their opposition to an all-weather surface and to repurposing the field for football (soccer). It is also used for warm up activity by Wests Tigers rugby league club. If it has an all-weather field installed it would not be capable of being used by these clubs who would be displaced and would need new facilities elsewhere. There is also very limited space for supporting amenity facilities which would need to be significantly upgraded at cost to Council.

Concerns Regarding an All-Weather Playing Surface

We are well aware that some community members have raised concerns about the introduction of an all-weather surface at Waterfront Drive. Much of the concern appears to be about the heat impact of such a surface and potential run-off of synthetic material. The concerns draw reference to synthetic surfaces that have been installed in other places several years ago utilising old technology.

Our club is keen to pursue new hybrid grass technology for the all-weather surface, delivering a modern mixture of grass and manufactured materials, drawing on the great advancements that have been made in the development of all-weather playing surfaces. Hybrid playing surfaces rely on strengthening and durability arising from an improved man-made base through which natural grass is woven – in some cases making the field up to 95% natural grass.

We urge the Council to explore the use of this technology for the new field. This will result in a more durable grass-based surface that can withstand much greater usage and thus avoid the existing field becoming worn of grass and a pitted area of mud as is often the case during the winter season.





Conclusion

We strongly advocate for Inner West Council to select the Waterfront Drive field for all-weather use and, in doing so, provide improved facilities for our 3,000+ members, many of whom live on and around the WestConnex tunnel facility and have lived through the impacts of its construction over the last few years.

If the opportunity to provide a new playing surface at Waterfront Drive is not seized now, utilising State Government funding that is now being made available to Council, we would then need to rely on funding being found for such a facility in the future from Council's own budget, at the expense of other service provision.

It was fantastic to know that the Prime Minister, in his recent interview with ABC Sydney radio, was cognisant of the needs of our club and our local sport-loving football community.

It would be great if the Council could support our Club and our local football-playing community. We are aware that several other local sporting clubs have the support of the Council in the provision of all-weather surfaces and we urge the Council to act now to support its largest community sporting club by selecting Waterfront Drive for the new all-weather facility.

Yours sincerely

5

David Birds On behalf of the Executive Committee | Balmain & District Football Club david.birds@balmainfootball.com.au | 0481 437 578

4

Balmain Junior Rugby

To Mayor Darcy Byrne

Apologies for the delay in getting back to you.

We've chatted amongst some of the senior members of the club and the committees, both the seniors and juniors about the proposals being floated by Council; that being four fields under consideration for conversion to an all-weather playing surface:

- Waterfront Drive, Callan Park
- Easton Park, Lilyfield
- Balmain Road, Callan Park
- Leichhardt No.2 near Leichhardt Swimming Pool.

Both the Junior and Senior clubs are of the view that Leichhardt No.2 would not be our preference for the following reasons

- Currently, and for the last 3 to 4 years, Leichhardt No.2 has one of the best playing surfaces
 of the inner west grounds. That combined with the great drainage in place, means that there
 have been very few instances where the ground has had to be closed due to weather. From
 frequently checking the wet weather page on the council website, there seems to be a
 number of other grounds which are closed much more frequently, and it would make more
 sense to convert one of those?
- Artificial turf grounds have to be fenced off to keep them clear of dog faeces, to avoid the risk of infections which can occur due to the burns that frequently happen on artificial surfaces. Would it be possible or desirable to fence off Leichhardt No.2?
- Obviously the main objective of conversion to all-weather is to maximise the playing time. Given that between rugby league, Juniors and seniors there's training happening on Tuesday, Thursday & Friday evenings, with games on a Saturday & Sunday, are there better candidates to maximise playing hours for football such as Waterfront Drive or Balmain Road?
- Leaving aside the anecdotal stories of greater risks of concussions and soft tissue injuries, the widespread preference among our clubs is to play on grass rather than an all-weather playing surface if possible.

Both clubs acknowledge that we are very lucky to have a great home at Leichhardt #2 and would like to retain our home, on grass. Particularly with the recently announced new facilities to be built there for 2025.

As always, very happy for any discussions with yourself or anyone from council on this. And we are very appreciative of you reaching out to canvas our opinions on this

Thanks Darcy

Regards Alex Hickton, President Balmain Juniors Rugby Club Peter Boylan, President Balmain Rugby Club



Balmain South Sydney Cricket Club



Balmain South Sydney Cricket Club Inc. Incorporation No.: INC1800392 ABN: 91872652730 Web.: balmainsouthscricket.com.au Facebook: Balmain South Sydney Cricket Club

16 February 2024

Aaron Callaghan

Parks and Recreation Planning Manager

Inner West Council

aaron.callaghan@innerwest.nsw.gov.au

Dear Aaron,

Re: Planning for Rozelle Parklands

As the Club President for the Balmain South Sydney Cricket Club Inc., a Club with a rich history in the Inner West of Sydney and currently with over 300 junior players and 100 senior players, I want to convey the club's objection to any synthetic field being planned for:

Waterfront Oval, Callan Park

Easton Park, Rozelle

These two fields are dual purpose for winter and summer sport and it would be strategic to have a synthetic field elsewhere where primarily football is played (i.e., no cricket pitch) such as Leichhardt No 2 or Balmain Rd, Callan Park.

Both Waterfront Oval and Easton Park are heavily used by the local cricket clubs and including the recent cricket net installations at both parks.

It is unclear to us why the Rozelle Parklands project had not delivered a synthetic field for the local community, particularly for the football clubs.

We also understood the previous attempt was in 2020 to have a synthetic field installed at the Leichhardt No 2 oval when the COVID-19 pandemic occurred but then after the Rozelle Parklands had become an option too.

Balmain South Sydney Cricket Club Inc. PO Box 1725 Rozelle NSW 2039 www.balmainsouthscricket.com.au





Balmain South Sydney Cricket Club Inc.

Incorporation No.: INC1800392 ABN: 91872652730 Web.: balmainsouthscricket.com.au Facebook: Balmain South Sydney Cricket Club

We understand various inner west groups have concerns about the environmental impacts of a synthetic field in general but more so if built so close to any water that can be contaminated.

With limited cricket fields in the Inner West of Sydney we do not wish to lose any dual purpose field for the sake of a synthetic field in which cricket cannot be played on.

I can be personally contacted on 0414 182 777 for any further information.

Yours sincerely

00-2

Terence Reynolds President Balmain South Sydney Cricket Club Inc.

Balmain South Sydney Cricket Club Inc. PO Box 1725 Rozelle NSW 2039 www.balmainsouthscricket.com.au



Cricket NSW

Hi Aaron,

I am the State Infrastructure Manager at Cricket NSW and thought it was best to reach out to discuss the potential issue raised as a result of the possible changes to the playing surfaces in the area surrounding Rozelle Parklands. I did attempt to call to discuss, however I understand how busy you are during the masterplan process and also dealing with the day-to-day requests.

CNSW has been made aware of the below posts made by Balmain and District Football Clubs from some of our clubs that are in your LGA. I have been informed a decision was made by Government due to both budget and environmental concerns about synthetic playing surfaces being installed, to allow the playing surface at Rozelle Parkland to remain natural turf,.

Options proposed in the below posts would have a detrimental impact on cricket in the LGA and on grounds that have hosted cricket for more than 100 years.

While CNSW understand the need for futureproofing grounds for all user groups, losing any grounds to a synthetic surface which limits usage to only select sports would not be beneficial for the wider community.

Waterfront hosts both matches and training for cricketers in the area and with the CNSW cofunding of the 3 lane practice wickets in early 2019 the amount of cricket usage of this venue is continuing to increase. With the Inner West Harbour Cricket Association having 1994 players requiring access to grounds and facilities CNSW would like to further discuss this proposal with Inner West Council.

We have confirmed with our clubs that we will be making this contact with council in the hope that it reduces the amount of individual feedback you receive on this topic.

Please feel free to contact myself or James Marray-Prior who is CNSW Cricket Manager for Inner Sydney and is cc'd on this email to discuss this topic further.

Thank you

Dean

Item 22

Balmain & District Football Club February 2 at 10:51 AM · @

Now is the time for all players, parents, coaches and managers to have a say in the location of the promised all-weather playing field.

Our Executive Committee has unanimously endorsed Waterfront Oval at Callan Park as our preferred site, with Easton Park as an alternative.

A midnight on February 1 - two full months before the 2024 season kicks off - 15 junior age groups at our club had already moved to Waitlist. The first groups Waitlisted this year were U8 Girls, U9 Girls and U11 Girls.

As the largest community football club in Australia, with over 3,000 players, including over 1,000 girls and women, our club is in desperate need of more fields with better playing surfaces which can be accessed all year round.

Inner West Council, with funding from the NSW Government, has committed to building an allweather field in our area. Our club's preferred site is Waterfront Drive Sporting Ground - our home ground for over 50 years.

If you've ever felt frustrated at the condition of the field you're expected to play on, now is the time to vote for something better.

Have your say now. You will need to sign in or create a login on the Inner West Council site, which is quick and easy to do. Then scroll to the bottom to select your preferences.

Have your say:



Planning for Rozelle Parklands

We are developing Plan of Management and revising the Master Plan for Rozelle Parklands. Le...

25
4 comments
1 share
C Comment
C Share

Balmain & District Football Club February 4 at 8:37 AM - 🛇

Council is once again fixing the fields at Callan Park. Unfortunately, as fast as they fill and turf the holes, the dogs start digging again.

A dedicated all-weather field at Waterfront Oval will ensure a safe, reliable playing surface for the thousands of local in players who pay to use these facilities.

Have your say now: https://yoursay.innerwest.nsw.gov.au/rozelle-parklands.





Voting for an all-weather field at Waterfront closes this Sunday. It's important you have your say NOW!

•••

Follow the link below to access the council's Your Say website. You can complete the form online, or use the email details provided to lodge a more detailed submission.

With 200 lux field lighting already in place, a new clubhouse on the way with showers, changing rooms and accessible toilets - including dedicated facilities for girls and women - and no impact on neighbours, Waterfront is the ideal location.

Have your say now: https://yoursay.innerwest.nsw.gov.au/rozelle-parklands...





Item 22

INNER WEST HARBOUR CRICKET ASSOCIATION

Dear Aaron

I am the writing to you on behalf of Inner West Harbour Cricket Association who manages cricket competitions alongside Canterbury Wests Cricket Association in the local area.

We are very concerned on the proposed locations for a new synthetic pitch at Callan and Easton Parks. In addition, I also raise my concerns that the current hirers of the grounds have not been informed of this proposal.

Cricket has been played on Callan for nearly 140 years and Easton park for nearly 100 years. These two grounds need to be protected for summer use. We have limited grounds already and as our numbers grow, any loss of grounds would be devasting to cricket.

Unfortunately, synthetic pitches limit the use to only one sport and moves away from the multi- use as it is currently.

Therefore, I log my objection of the proposal of synthetic pitches at Callan and Easton Parks.

Regards

Matina Moffitt

Inner West Harbour Cricket Association





FOOTBALL NSW

15 February 2024

Inner West Council Parks and Recreation Planning Manager Aaron Callaghan PO Box 14 Petersham NSW 2049

Ref: 2024/001

Dear Aaron,

Re: Rozelle Parklands Master Plan

I am writing to express Football NSW's unequivocal support for the construction of an all-weather field in a nearby location to Rozelle Parklands. Football NSW congratulates Inner West Councils persistence with the NSW State Government to make funding available for an all-weather field in Rozelle and its surrounds.

The provision of an all-weather rectangular football field in Rozelle is much needed. The Inner West Council is a large football region with over 9,000 (2023) registered participants and a participation rate of 5.1% which is higher than the 3.8% participation rate for NSW. Specifically, the areas of Lilyfield, Rozelle, Balmain, and Leichhardt are the largest SA2 areas within the LGA. In the listed suburbs football participation is well over 7% and over 8% in Lilyfield/Rozelle.

The evidence of participation from the SA2 areas clearly highlights that the area surrounding Rozelle Rail Yards is a large football participation base. The community needs at least one all-weather football field if not multiple to sustain current demand and most certainly future demand for the area.

Football NSW supports the installation of an all-weather field, recognising their potential to maximise participation, they have the ability to expand the capacity of any venue and establish a safe and suitable venue for all participants. This initiative aligns with Football NSW mission to meet the current and future demands of football in the Football Canterbury region.

NSW is preparing for a sustained surge in participation, driven by the recent FIFA Women's World Cup in 2023. The expected increase demands substantial investment in infrastructure to accommodate the widespread and substantial influx of participants. This critical investment is essential to guarantee that every aspiring individual, irrespective of gender, can actively partake in the world game.

Football NSW recommends where possible the installation of two adjacent all-weather fields at one venue to fully utilise and capitalise on the benefits of all-weather fields. The main reasons for installing an all-weather surface for sport and recreational use are:

- Climatic; under drought and water restrictions or excessive rain condition it can be difficult to
 maintain a sage and suitable natural grass surface. All-weather sports surfaces in general are not
 affected by the reduced or increased rainfall. We have seen over the last few years the impact of
 drought and water restrictions natural grass fields across the state.
- Usage: There is a limit to the hours natural turf can be used before there is a significant impact
 on surface condition. A high-quality natural turf surface may only withstand use for up to 25 to
 30 hours per week before it starts to deteriorate. All-weather surfaces can sustain significantly
 higher use than natural grass with 60 hours per week as an acceptable expectation.



- Maintenance: Maintaining a turf surface can be time consuming, expensive, and generally
 requires a qualified person to do it. All weather surfaces require lower ongoing maintenance
 than natural turf.
- Consistency and quality of play: All weather surfaces provide a consistent and safe surface all year around for all sports to play on, improving the quality of performance for each sport compared with natural playing surfaces.

Waterfront Drive Sporting Ground is the only football venue from the four venues listed on Inner West Councils Have Your Say page that has the potential to install two all-weather fields and for that reason we recommend the site to receive an all-weather surface. If Waterfront Drive Sporting Ground is not selected as a suitable location for an all-weather field we strongly recommend Easton Park Sporting Ground and Balmain Road Sporting Ground as the next possible venues. A localised decision with Football Canterbury and the local clubs should determine which site is selected.

In conclusion, Football NSW firmly supports the construction of an all-weather field, ideally two (2) in the surrounding area of the Rozelle Parklands. Football NSW anticipates that this development will not only benefit the local community but also contribute significantly to the broader football landscape. We believe that this project will enhance the overall football experience for players, coaches, referees, and volunteers alike.

Yours sincerely,

Daniel Ristic Manager – Government Relations, Funding, and Infrastructure Football NSW

GLEBE DISTRICT HOCKEY CLUB TURF COMMITTEE

Hi Aaron,

I hope this email finds you well.

I am taking over from Les Wark as the President of the Glebe District Hockey Club Turf Committee and I would appreciate the opportunity of a meeting with you or a discuss over the phone to discuss our Club's strong interest in an artificial surface with respect to the <u>Planning for Rozelle Parklands</u> as part of the master plan process.

I am not sure if you are aware but the GDHC was previously in negotiations with the Inner West Council and WestConnex regarding the proposed allocation and use of the open space at the old Rozelle Goods Yard site.

The Club submitted numerous submissions to WestConnex, NSW Government and Inner West Council on what could be done in the allocated area and different types of artificial surfaces that could be used to meet all users' needs. Our submissions demonstrated that an additional multi-purpose artificial field could be built within the confines of the space allocated to active sport in the proposal.

The Inner West Council, in its adopted Recreation needs study, supported the building of a multipurpose artificial field suitable for hockey. However, the NSW Government and Transport NSW amended the design of the park land on the site that would provide a lot less than what was promised to get community support for the project.

In light of the Inner West Council's success in securing an additional \$20 million to address deficiencies in facilities and amenities at the Rozelle Parklands, including an all-weather sporting field I would like to ensure that the GDHC's needs and requests remain front of mind.

The Club has been an integral part of the Glebe and Inner West Community for almost 100 years and has been campaigning for an artificial field in the community to service our juniors and seniors since the 1980s to cater for our growing junior and senior players.

I look forward to discussing this matter with you further.

Kind regards

Ian Paterson

GDHC Turf Committee President 0413571002 ijpaterson7@gmail.com



Friends Of Callan Park



FRIENDS OF CALLAN PARK WANGAL | GADIGAL LANDS PO BOX 238 ROZELLE NSW 2039

www.callanpark.com focp.admin@gmail.com

18 February 2024

SUBMISSION: ROZELLE PARKLANDS SURVEY REGARDING 'ALL WEATHER' FIELDS

Dear Councillors,

In response to the 'all-weather' fields proposals currently under consideration by the Inner West Council, the Friends of Callan Park have been encouraging the widest possible informed discussion of the issues involved.

The consensus positions that have emerged in our discussions have been to support:

- 1. The investigation of better management of ALL existing natural turf playing fields to extend their capacity. There is already *prime facie* evidence that the implementation of methods pioneered by Dr Mick Battam, and for example implemented at two ovals (Middle Head and Balmoral) by Mosman Council, do significantly extend the hours of usage of natural turf fields. Given the increasing demand for playing field capacity for all sports, this strikes us as the priority as it would improve and extend the usage of ALL fields.
- 2. A moratorium on the construction of any more synthetic or plastic surface playing fields given the environmental and health problems associated with these fields. The report of the NSW Chief Scientist and Engineer on synthetic fields supports such a precautionary approach. We live in a time when there is general agreement that we need to reduce and eliminate plastics from our living environment.
- 3. Given the already inadequate amount of public open space in our municipality we have the fourth lowest ratio of open space per resident in the Sydney metropolitan area prohibition of any increase in residential development that is not accompanied by a commensurate increase in public open space.

The Friends encourage Council to adopt such an overall approach in the interests of both the users of our playing fields and the general community.

Attached is a number of resources which have informed our views and we encourage you to read. The Natural Turf Alliance has an extensive range of reports and additional information -<u>https://naturalturfalliance.org/</u>

Yours for Callan Park

Holl Grent

Hall Greenland President

RESOURCES FOR LEARNING ABOUT THE USE OF ALL-WEATHER ARTIFICIAL TURF/PLASTIC GRASS AND HYBRID GRASS

1. NSW Scientist and Engineer's Report

The previous Minister for Planning, Rob Stokes, commissioned the Chief Scientist and Engineer to conduct an independent review into the design, use and impacts of synthetic turf in public open spaces. Numerous concerns relating to the use of synthetic turf, warranted this report. https://www.chiefscientist.nsw.gov.au/independent-reports/synthetic-turf-in-public-spaces

NSW Chief Scientist and Engineer's Report - Key Quotes identified by Natural Turf Alliance

https://naturalturfalliance.org/wp-content/uploads/2024/01/NSW-Chief-Scientists-Report-Key-quotes-and-recommendations.pdf

3. Upgrading Middle Head Oval (video)

Mosman Council took advice from Dr Mick Battam which enabled them to rejuvenate the existing turf rather than replace it with synthetic turf. This video is paid for by NSW EPA and Sydney Water and supported by the Mosman Swans and Mosman Football Club. <u>https://www.youtube.com/watch?v=4gDs9Z4kQME</u>

4. 12 reasons why synthetic turf fields pose a health risk Environment & Human Health, Inc., North Haven, CT USA

www.ehhi.org

Dowload link EHHI Synthetic Turf Exposures



5. Synthetic Turf Study in Open Public Space (nsw.gov.au)



SYNTHETIC TURF STUDY IN PUBLIC OPEN SPACE Report Prepared for the Department of Planning, Industry and Environment August 2021 | 220189

6. Women's World Cup: Matildas say synthetic turf 'like hot coals'

file:///C:/Users/cnada/Desktop/1%20CALLAN%20PARK/!%20%20%20%20%20Synthetic%20Turf% 20Jan%202024/SMH%20Women's%20World%20Cup_%20Matildas%20say%20synthetic%20turf% 20'like%20hot%20coals'.html

7. Fact Sheet



 Improving environmental outcomes on sporting fields (video) AgEnviro Solutions and NSW EPA <u>https://www.youtube.com/watch?v=6DrRfEVOzYw</u>

9. Sydney Turf War

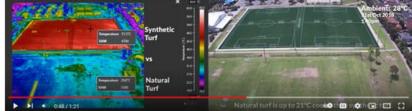


https://www.abc.net.au/news/2022-12-12/push-to-install-synthetic-surface-at-sydneyoval/101761082?utm_campaign=abc_news_web&utm_content=link&utm_medium=content_shar ed&utm_source=abc_news_web

FRIENDS OF CALLAN PARK 1998 - 2024 3 25+ Years of Community Activism • Advocacy • Achievement Callan Park & Broughton Hall: Landscapes @ Risk, Australian Garden History Society

10. Natural Turf v Synthetic Grass Heat Map

Natural Turf v Synthetic Grass Heat Map - Turf Australia



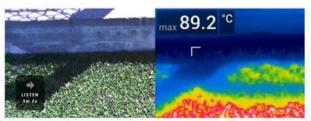
https://www.youtube.com/watch?v=sVJIM4qL9iQ

11. Artificial Turf heat

ABC RADIO HOBART | TASMANIA AFTERNOONS \rightarrow

Why does artifical turf burn your feet in summer?

Broadcast Mon 5 Feb 2024 at 1:30pm



https://www.abc.net.au/listen/programs/hobart-your-afternoon/artificial-turf/103429186

12. Hybrid Turf - Providers www.hgturfgroup.com.au https://synlawn.com.au/what-is-hybrid-grass/

FRIENDS OF CALLAN PARK 1998 - 2024 4 25+ YEARS OF COMMUNITY ACTIVISM • ADVOCACY • ACHIEVEMENT CALLAN PARK & BROUGHTON HALL: LANDSCAPES @ RISK, AUSTRALIAN GARDEN HISTORY SOCIETY

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5 FRIENDS OF CALLAN PARK 1998 - 2024 25+ YEARS OF COMMUNITY ACTIVISM • ADVOCACY • ACHIEVEMENT CALLAN PARK & BROUGHTON HALL : LANDSCAPES @ RISK, AUSTRALIAN GARDEN HISTORY SOCIETY



FRIENDS OF CALLAN PARK 1998 - 2024 6 25+ Years of Community Activism • Advocacy • Achievement Callan Park & Broughton Hall : *Landscapes @ Risk* , Australian Garden History Society

14. Power Grass Hybrid

This link demonstrates how the hybrid plastic grass is installed. https://www.powergrasshybrid.com/





Renovating hybrid grass

The maintenance of a hybrid grass system must include thatch control and annual renewal, alternating every 2-3 years with the removal of natural grass and new seeding. This last operation is known as returfing and aims to remove the organic soil that has been generated on the surface to restore the original benefits of the hybrid grass system. It is understood that only a direct on-site installation of a well designed system and specialised operators can achieve results in very short time.

FRIENDS OF CALLAN PARK 1998 - 2024 7 25+ YEARS OF COMMUNITY ACTIVISM • ADVOCACY • ACHIEVEMENT CALLAN PARK & BROUGHTON HALL: LANDSCAPES @ RISK , AUSTRALIAN GARDEN HISTORY SOCIETY



18. California cities can ban synthetic turf under a law Governor Gavin Newsom signed in October 2023.

https://calmatters.org/environment/2023/10/california-synthetic-turf-pfas/ E CAL MATTERS

Once it was hailed as a drought fix - but now California's moving to restrict synthetic turf over health concerns



19. European Union Bans Microplastics – including artificial turf "The European Union Ban on Microplastics Includes Artificial Turf Crumb Rubber Infill: Other Nationals Should Follow Suit", Environmental Science & Technology, 2024, 58, 2591-2594 (Philip Zuccaro et al)

FRIENDS OF CALLAN PARK 1998 - 2024 8 25+ YEARS OF COMMUNITY ACTIVISM • ADVOCACY • ACHIEVEMENT CALLAN PARK & BROUGHTON HALL: LANDSCAPES @ RISK, AUSTRALIAN GARDEN HISTORY SOCIETY

PAWSOME – LOCAL DOG WALKING BUSINESS

As a local dog walking business operating in Inner West, we are deeply concerned about the proposed replacement of natural grass with artificial turf currently being proposed for Callan Park Sports Fields.

We wish to formally object to this plan, as it poses significant challenges for local dog owners, local small dog walking/pet care businesses and the environment. First and foremost, the conversion to artificial turf would severely impact our ability to provide quality services to the community. Currently, Callan Park serves as one of the few available green spaces where dog owners can safely exercise their pets off-leash.

The introduction of artificial turf would eliminate this valuable resource, leaving dog owners with even fewer options for recreational activities with their beloved companions. This loss of off-leash areas directly undermines the well-being of both dogs and their owners in our community. Furthermore, the decision to install artificial turf disregards the environmental consequences associated with such a choice. Artificial turf is notorious for its adverse effects on the environment and local wildlife. Unlike natural grass, which helps to absorb carbon dioxide, artificial turf contributes to carbon emissions through its production and disposal processes. Additionally, artificial turf often contains harmful chemicals and materials that can leach into the soil and waterways, posing risks to the health of nearby ecosystems, wildlife populations and negatively fuels climate change. In addition to these environmental concerns, there are several other issues associated with artificial turf that cannot be overlooked.

These include:

1. Increased surface temperatures: Artificial turf can become significantly hotter than natural grass, creating discomfort for both humans and animals, particularly during hot weather conditions.

2. Limited drainage: Unlike natural grass, which absorbs water and allows for proper drainage, artificial turf often lacks adequate drainage systems, leading to water runoff and potential flooding issues.

3. Risk of injuries: The abrasive nature of artificial turf can increase the risk of injuries, such as abrasions and burns, especially during sports activities. I know

Attachment 2

this from experience, having played field hockey on turf in my younger years. Considering these factors, we strongly urge the local government and Callan Park to reconsider the decision to replace grass with artificial turf at Callan Park Sports Fields.

Instead, we advocate for the preservation and enhancement of natural green spaces that benefit both our community and the environment. Thank you for considering our objections and prioritizing the well-being of our community and natural surroundings.



Callan Park Dog Lovers

Louisa Larkin, Director Callan Park Dog Lovers Group

1 February 2024 Aaron Callaghan Inner West Council

Dear Aaron

Response to request for public feedback on the New Rozelle Parklands Masterplan.

Thank you for giving the Inner West community the opportunity to comment on the New Rozelle Parklands Masterplan. The Callan Park Dog Lovers group (CPDL) represents 2,000 dog owners who live in the Inner West and use Callan Park regularly to walk their dogs and to enjoy the relaxing beauty of the park. We have many members who live in the areas surrounding the Rozelle Parklands.

CPDL objects to the proposal that Callan Park should be considered for an artificial turf playing field at either the Balmain Road or the Waterfront Green sites.

The reasons for our objection to artificial turf in Callan Park are:

- Callan Park is about community inclusivity. It is a place where passive and active recreation exists together comfortably. The playing fields in Callan Park are a fine example of inclusivity: sports groups, dog owners, kids who want to run around, family gatherings, picnics, joggers and so on, can all use the playing fields. If artificial turf is laid on a playing field at Callan Park, that field then is for <u>the exclusive use of sports groups</u>. This kind of exclusivity is not acceptable at Callan Park. The laying of artificial turf <u>will exclude all dog owners</u> and <u>dog walkers</u>. Artificial turf will also exclude kids who want to play there, family gatherings, and picnics in summer, because the plastic heats up in the way that grass does not. 88°C was measured on Gardiners Park synthetic field on a 28°C day (Nine News 11/2/22), for example.
- By installing artificial turf, the IWC is disregarding the needs of the ever-growing dog-owning community, denying them access to their walking and gathering place on grass-covered playing fields. It is well known that artificial turf cannot cope with dog or other animals peeing on it because the plastic turf gets smelly, which grass does not. The use of artificial turf will be seen as a deliberate ploy to push dog owners off playing fields, reducing the off-leash walking areas in the IW.
- According to the NSW Government's CSE Synthetic Turf Review final Report, there is a risk of toxins entering the Callan Park soil when artificial turf is exposed to UV: 'UV exposure and the association of microbes with plastic material influences leaching of chemicals into the environment. Research under Australian conditions has found mixed contaminants including heavy metals, have higher toxicity and bioavailability than those in isolation.' (NSW Govt's CSE Synthetic Turf Review final report (Executive summary, V,i)*
- <u>Artificial turf is damaging to the environment to produce</u>. It is far better for the environment to
 produce grass. The installation of artificial turf flies in the face of the IWC's claim that the
 environment should be nurtured and protected.
- <u>Artificial turf will impact the Callan Park wildlife ecosystem</u>. Only limited insect life can exist beneath a large area of artificial turf and birds cannot peck at worms to feed etc. Each playing field (which are a minimum of 105m long and 68m wide as per soccer field guidelines) will remove a natural feeding ground for birds.

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Louisa Larkin, Director Callan Park Dog Lovers Group

1 February 2024 Aaron Callaghan Inner West Council

- Far from being an 'all-weather' turf as you call it, there is evidence that if Sydney continues to
 have torrential downpours as it has done in the last few years, leading to flooding, the fake turf
 will likely need replacing at considerable cost, long before its reached its expected 'lifespan' at
 a replacement cost much higher than grass turf. As it says in the NSW Govt's CSE Synthetic Turf
 Review final report (Executive summary, V)*:
 - 'Future extremes of flooding, heat and fire risk will affect the performance of different types of both synthetic and natural turf. <u>There are concerns around the impact of intense rainfall</u> <u>and flood on the durability of synthetic turf surfaces and increased water runoff and</u> <u>pollution impacts. Increased heat effects are also a concern</u>, as synthetic turf lacks the cooling and latent heat loss of natural turf; and high surface temperatures have been recorded from unshaded synthetic turf.'
- In summary, Callan Park is not a sports park. It is a sanctuary where the local community can
 enjoy nature and where all park users can share the space, with no one group dominating a
 space. Artificial playing fields will render that field an <u>exclusive</u> site for sports clubs and will
 mean the end of dog owners using that field. With natural grass, dog owners and sports groups
 and other users can continue to use the sports fields.

CPDL supports the creation of an area for off-leash dogs in Rozelle Parklands:

 There are many dog owners who live in Lilyfield, Annandale, Rozelle and other suburbs near the Rozelle Parklands who would welcome an off-leash area within easy walking distance of their homes. They would also welcome poo bag dispensers and water fountains with a dog water bowl. As more and more residents in these suburbs have dogs, the need to find a place to walk them off-leash grows. A dog off-leash area in the Rozelle Parklands would need to be separated from the cycle routes by fencing.

CPDL thanks you for taking the time to consider our submission.

Yours sincerely,

Louisa Larkin Director, Callan Park Dog Lovers <u>https://www.facebook.com/groups/callanparkdoglovers</u> <u>Callanparkdoglovers@gmail.com</u> Mobile: 0416365567



HEADLAND PRESERVATION GROUP



HPG Opposition to Artificial Turf on Large Playing Fields

In 2017-19 the Headland Preservation Group (HPG) was greatly concerned by the proposal of Mosman Council to install artificial/plastic turf on Middle Head Oval in Mosman. The concerns were on heritage, environmental, health, public access and questionable economic grounds.

HPG has concerns about the installation of artificial turf in any public parklands, in particular Callan Park, a place of significant cultural, environmental, and historical importance to the people of the Inner West and Australia.

The most significant advantage of artificial turf is that it can usually offer increased playing time throughout the year. But there are significant disadvantages that need to be weighed up against this advantage. These disadvantages are:

- Loss of Heritage Value and general public access
- Health risks from abrasions and infection
- Environmental impact and microplastics in the animal and human food chain
- Debatable lifetime cost benefit.
- HERITAGE VALUE AND PUBLIC ACCESS

Callan Park is heritage listed. It retains elements of 3 mid-1800s Victorian estates, including the Garry Owen and Broughton Hall estates. The grounds of these estates are over 60 hectares in size. They are historically significant reflecting the lifestyle of those who occupied them in earlier times.

The grounds are living breathing lungs, with soil full of life, visited by birds and enjoyed by families when sport is not played. They reflect in themselves the weather and seasons. Converting 5 acres of this natural living and breathing environment into a lifeless plastic membrane with only single purpose use cannot be justified. The land would be disassociated from the natural constraints that dominated the lifestyle of those who lived there.

HEALTH RISKS PLAYING CONTACT SPORT

There are health concerns. Why are artificial turf ovals being ripped out in Hong Kong, USA, Italy, and Holland apparently due to health risks?

Possible health risks are also being investigated at preschools and playgrounds in Australia. Artificial turf can create a risk to children from bacterial infection from abrasions. Artificial turf has to be cleaned very regularly of many pollutants which accumulate on the surface, for example, human blood and skin from abrasions, bird droppings, dog faeces, etc.

Artificial grass does not host bacteria and microorganisms in the soil that break down these pollutants naturally.

Artificial turf surface temperatures rise to dangerous levels in summer months. Surface heat increases friction burns and hence infection risks unless the area is water sprinkled to cool to acceptable levels.

ENVIRONMENTAL IMPACT AND RISK OF MICRO PLASTICS IN THE HUMAN FOOD CHAIN

HPG consulted (April 14, 2017) Dr Mark Browne of NSW and Sydney Institute of Marine Studies) (<u>http://www.bees.unsw.edu.au/mark-browne</u>) regarding the effect of runoff from artificial turf on the physical and marine environment. Dr Browne is one of the principle scientific researchers in the world investigating micro plastics in waterways and their presence in Sydney Harbour (<u>SEE LINK</u>). He is an advisor to the U.N. and Australian government re environmental concerns.

Dr Browne pointed out that ripping out the natural turf to be replaced by artificial turf would likely have an ecological and chemical impact on the soil. The number of animals/insects would be reduced. Soil would absorb dangerous chemical pollutants and add tiny fragments of plastic that are virtually impossible to remove.

Of particular concern is the risk of micro and nano plastics to the environment and to human health. There is increasing evidence that micro plastics get into the food chain. How this affects human health is an area of increasing study

Micro and nano plastics are formed from the degradation of larger plastic items that have been broken down by sunlight. Continuous daily interaction with plastic items allows oral, dermal and inhalation exposure to chemical components, leading to the widespread presence in the human body of chemicals associated with plastics¹. It is known, for example that microscopic pigment particles used by tattooists have been discovered to cross the body's protective membrane barriers and are being found in the human lymphatic system².

Dr Browne highlighted the growing understanding of the amount of microscopic plastic debris in aquatic, terrestrial and marine habitats.

- Microplastics are registered by law in NSW as a pollutant. (Protection of the Environment: Operations Act 1997; Regulations 2009). NSW Law states that any matter (including plastic) which could cause a physical, biological or chemical change in the environment is a pollutant.
- Therefore, by definition artificial turf could be considered a pollutant to cause issues for the environment in the future. Installing artificial turf on public land could be considered breaking the law.

Yet, the potential for microplastics and nanoplastics of environmental origin to cause harm to human health remains understudied.

In heavy rain the run-off of micro-plastics, chemicals, animal waste and human "infectious" material is greater from a synthetic more impervious surface than from a natural one. Callan Park is on the waterway. Run-off will run into Iron Cove and hence Parramatta River and ultimately Sydney Harbour. Heavy rain can also cause infill below an artificial surface to move. The resultant uneven surface can cause a dangerous fall more likely than on a natural surface. The loss of a large open space replaced with a non-vegetative "plastic" surface would add to urban discomfort.

LIFETIME COST

The primary argument for artificial turf is greater utilisation and avoiding the periodic frustration of having to cancel games because of playing field condition. But cost needs to be considered.

Artificial turf has to be replaced every 8-10 years creating environmentally unfriendly landfill and major cost. A WA study of synthetic turf on a Life Cycle Cost basis concluded that synthetic turf is 2.4 times greater than natural grass.

¹ Tamara S. Galloway, Micro-& Nano-plastics and Human Health Tamara S. Galloway College of Life and Environmental Sciences, University of Exeter, Stocker Road, Exeter EX4 4QD, UK

² https://www.ncbi.nlm.nih.gov/pubmedhealth/behindtheheadlines/news/2017-09-14-tattoo-ink-particlescan-spread-into-lymph-nodes/

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The following link (WA Government) includes a cost comparison in Chapter 10 under Life Cycle Cost. Their calculations are site specific and include an extensive range of factors that need to be accounted for. They provide a Step-by-Step process to calculate a lifetime cost. From the example they use the lifetime cost of synthetic turf is greater than natural turf in large measure due to the amortisation of the much greater capital cost.

http://www.dsr.wa.gov.au/support-and-advice/facility-management/developing-facilities/syntheticturf-decision-guide

- Artificial turf is NOT more cost effective per hour of playing time. Major operational costs are
 utilities, regular maintenance and labour, specialty maintenance (e.g., requiring an industryspecific contractor or leasing specialized equipment), and unplanned maintenance (e.g., damage
 after severe weather.)
- An artificial surface requires regular brushing to keep the surface upright and to remove any
 organic matter to minimise algae, moss and weed growth. Further, the algae and weed growth
 that does inevitably form requires periodic spraying with algaecides, mossicides and weed killers.
- After heavy rain the oval must be checked as infill below the surface often moves and can cause an uneven surface like a poorly maintained natural surface.
- Regular maintenance is needed to remove all debris from the surface. Chemicals to kill algae and
 moss and water to lower temperature in hot weather and clean human waste (eg. skin, blood) is
 needed to maintain the oval in good condition. Artificial turf surfaces are not chemical free.
 Natural organisms cannot live under synthetic turf so hence detritus cannot be broken down
 naturally.

CONCLUSION

HPG urges Inner West Council to conduct a thorough risk assessment of the superficial benefits of installing artificial turf on any of the Callan Park grounds.

Artificial turf may be appropriate for some outdoor amenity such as on a tennis court, but not on large outdoor public parkland with heritage and environmental value. The health risks, loss of heritage value, loss of public amenity except for specific sports, and the higher cost of installing and maintaining artificial turf do not justify the perceived benefit of greater utilisation of public land.

There is a better alternative to address the need for greater utilisation of urban playing areas. This involves better drainage, resurfacing with natural turf and greater maintenance. Mosman Council with the support of NSW EPA, Sydney Water, Mosman Swans and Mosman Football Club have successfully adopted this strategy.

Headland Preservation Group 18 February 2024



Item No: C0324(1) Item 23 LIVING STREETS PROGRAM 2023-24 Subject: Prepared By: Aaron Callaghan - Parks Planning and Ecology Manager Authorised By: Simone Plummer - Director Planning

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

This report provides Council with an update on the implementation and community participation associated with Council's Living Streets and Verge Garden Policy

Adopted in October 2023, the Living Streets Verge Garden Policy provides a framework for residents wanting to plant and care for gardens on verges of the Inner West or Adopt-a-Spot in a park or in a space which Council manages which is not a residential street verge or community garden. Appropriate planting of verge gardens contributes to the ecological health, biodiversity, and livability of the Inner West.

BACKGROUND

At the October 2023 Council meeting in adopting the Living Streets and Adopt A Spot Policy Council resolved in part the following:

That Council set a target of 100 new verge gardens to be established in the next 12 months.

That a progress report against the target be provided to Council in three months and a review of the program in six months.

DISCUSSION

The Living Streets program have registered 50 new verge gardens and approved 1 Adopt-a-Spot since the policy was adopted by Council in October 2023. Council is currently well placed to support the implementation of 100 new verge gardens within the 12-month anniversary of the policy adoption. Council has also received an increase in the number of new verge garden enquiries from 31 in Q1 (prior to the policy adoption) to 58 in Q2. This was largely due to a successful social media campaign which was delivered alongside the policy launch.

In relation to legacy garden projects, Council officers have contacted a total of 87 legacy gardeners, these being residents who were known to Council and actively gardening on the verge but were not registered under the new program. To date a total of 11 verge garden sites have been approved from the legacy list.

In Q3 a total of 37 new enquiries and been received for new verge gardens. As each garden site is unique, a site inspection along with the development of a safety risk management plan is required prior to approvals being issued.



Plant propagation and plant give aways to support the Verge Garden program are undertaken inhouse by our IWC Community Nurseries. Council has 25 varieties of endemic plants suitable for planting in verge gardens. Plant giveaways have increased from 15 in Q2, to 180 in Q3. An increase of 1100%.

The Urban Ecology team has received positive feedback from residents who have engaged with Council to support the creation of verge gardens and improve ecological outcomes for a sustainably managed Inner West.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.



Item No: C0324(1) Item 24

Subject: DIRECT EMPLOYMENT OF PEOPLE WITH A DISABILITY - BIMONTHLY REPORT

Prepared By: Helen Lyons - Senior Manager People and Culture

Authorised By: Peter Gainsford - General Manager

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive, and effective civic leadership

EXECUTIVE SUMMARY

To address the resolution a specialist consultancy was engaged to assist in developing a strategy and action plan that supports council's vision to be a leader in disability employment. To this end Get Skilled Access (GSA) has provided an audit of Council roles, protocols, processes, and recommendations.

BACKGROUND

At the Council meeting held on 5 December 2023, Council considered the first Bi-monthly report on direct employment of people with a disability as follows:

"That the March report on the Direct Employment of People with Disability include a detailed audit of positions within the Council that could be targeted for the direct employment of people with disability and positions that could be modified to remove barriers for potential or existing employees with disability."

DISCUSSION

Council have engaged Get Skilled Access (GSA) a specialist disability consulting organisation with lived experience, founded by Dylan Alcott. They were commissioned to do an audit of a cross matrix section of positions within Council where disability employment activity will have genuine impact.

GET SKILLED ACCESS – JOB ROLE ACCESSIBILITY AND INCLUSION AUDIT

Get Skilled Access (GSA) audit and methodology incorporated a review of the following:

- 1. Job Role
- 2. Council's job application platform
- 3. Job Offers template
- 4. Policy and process
- 5. Council's Careers page and Intranet pages
- 6. Data review including relevant findings from the Royal Commission on Disability, and from disability employment platform The Field

Contributing to Council's aim to become a disability employer of choice and be recognised as a leader in the field of disability employment. GSA have utilised The Field (disability

employment platform) data to gain insight into the common roles people with disability are looking at and applying to across the employment market. GSA have applied this data in the selection of positions in Council to review. This insight enables Council to prioritise its efforts and focus on specific Council positions.

The GSA report highlighted Inner West Council's Reasonable Adjustment Commitment is a gold standard document that not only highlights the inclusive nature of Council but demonstrates their commitment to being an Equal Opportunity Employer.

The below table are examples of council roles that align with The Field disability employment platform common experiences and qualifications of candidates in an open job market (Attachment *1 Job Role Accessibility and Inclusion Audit* pg.30-32). Of the roles that are more frequently available (Planners, Aquatic staff, Early Learning staff, Cooks, Customer Service Officers, Rangers and Landscape services team) these positions will be prioritised for direct disability opportunities as they are more likely to lead to ongoing work with council.

Qualification and experiences identified on The Field	Relevant roles at Inner West Council
Accountant	Financial Accountant
	Service Unit Accountant
	Senior Service Unit Accountant
	Systems Accountant
Administration	Service Unit Resource & Admin Support Officer
	Business Administration Support Officer
	Library Services Administration Officer
	Business and Operations Administrator
Analyst	Procurement Business Analyst
	Business Analyst
	Business Systems Analyst
	Document and Records Analyst
Business Manager	Business Solutions Manager
	Business Administration Lead
	Business Improvement Officer
	Business Partner
Cleaner	Cleaner - Aquatics
Customer Service	Library Customer Services Assistant
	Customer Service Officer – Aquatics
	Customer Service Supervisor – Aquatics
	Senior Customer Service Officer
Data analyst/Entry	Data & Information Administrator
	Records Curator
	Data and Systems Analyst

Driver	Plant Operator/Driver
	Team Member Driver – Resource Recovery Specialist
	Services
	Team Member Driver- Street & Parks
	Standby Driver – Resource Recovery Night
Finance	Account Officer
	Financial Accountant
	Senior Service Unit Accountant
	Systems Accountant
	Service Unit Accountant
Forklift Driver Operator	Plant Operator
Graphic Designer	Content Producer and Graphic Designer
Human Resources	People and Culture Advisor
	WHS and Wellbeing Specialist
	Learning and Development Specialist
Manager	Library Content & Community Manager
	Project Manager - Ashfield Aquatic Centre Refurbishment
	Project Manager - Scheduler
	Living Arts Manager
Project Manager	Operations & Special Projects Manager
	Community Projects Coordinator
	Project Manager - Ashfield Aquatic Centre Refurbishment
	Project Manager - Scheduler
Marketing	Customer Service & Marketing Coordinator
	Communication Engagement and Marketing Specialist
	Marketing, Media & Communications Coordinator – Strategic
	and Corporate Communications
	Library Web & Marketing Officer
	Customer Service & Marketing Coordinator – Aquatic Services

The opportunities and recommendations in the GSA report will be implemented as actions alongside Council's Workforce Management Strategy and Disability Inclusion Action Plan. Updates will be provided in future bi-monthly reports. The full GSA report is provided at Attachment *1 Job Role Accessibility and Inclusion Audit.*

BIMONTHLY UPDATE

According to the 2023 Engagement Survey 4.9% of IWC employees shared that they have disability. The GSA report has provided recommendations to establish Council as a "disability employer of choice" and leader in the field of disability employment. These recommendations will be referred to council's Access Advisory Committee.



Council continues to utilise a disability job board for advertising called TheField.jobs for advertising positions and receives applications through open recruitment. Requests for reasonable adjustments are received on Council's existing job application platform. Internal recruitment specialists provide additional support when candidates are interviewed and have requested reasonable adjustments.

On review of Council's recruitment platform, the GSA report stated, *"It is a successful sign and symbol of inclusion that the job application includes a mandatory question regarding reasonable adjustments and does not isolate the question to people with disability alone."* Council will apply recommendations from the GSA report relating to recruitment and job application platform for continuous improvement.

Ability Advocate has been engaged to deliver an EmbraceAbility mentorship program, linking talent and potential. The program will be available to employees with disability who wish to be either a mentee or a mentor. There will be ten (10) pairs of mentors and mentees resulting in a total of twenty (20) participants in the program.

The program is designed to support individuals with a disability in pursuing their career while simultaneously enhancing the skills and knowledge of managers in creating inclusive work environments. The six-month program aims to launch in March 2024. This meets the 3.2 Action in council's Disability Action Plan.

Council is finalising the 'Building a Culture of Accessibility and Inclusion' training for all employees from the Australian Human Rights Commission. This course will be made available through the learning management system and is a development requirement for all employees to be completed by 30 June 2024. This meets the 5.7 Action in council's Disability Action Plan.

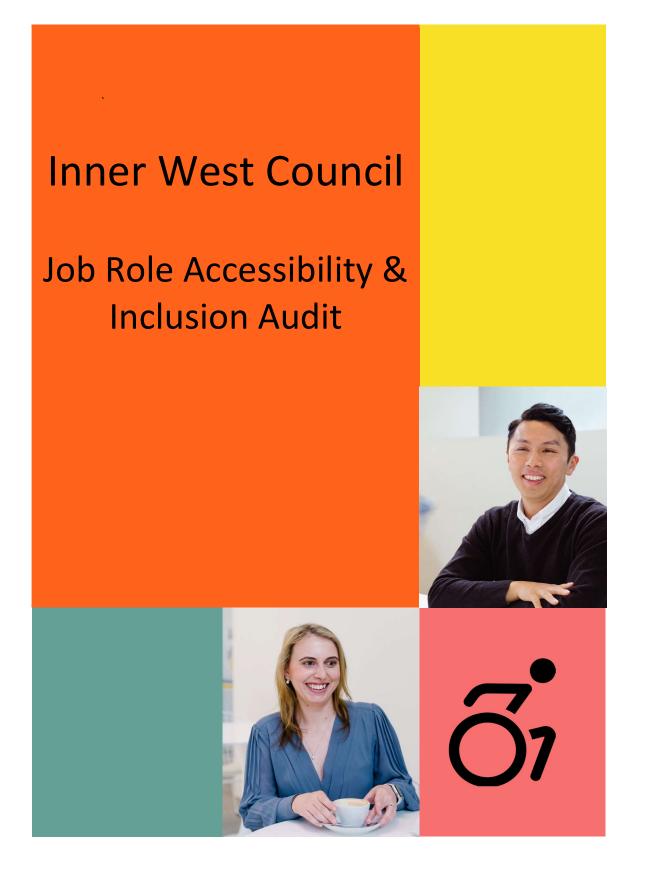
Council has also sought advice from Donna Purcell, a Disability Advocate specialist, and the Principal of Disability Accessbility Includeability Consulting to apply her recent Churchill Fellowship research to Councils' 2023-2026 Disability Inclusion Action Plan and the Our Inner West 2036 – Community Strategic Plans. As a current Australia Disability Network Board Director with lived experience, this advice builds and draws on Council's existing commitments to provide practical short- and long-term opportunities for improvement in growing inclusive employment for people with disability in the Inner West.

FINANCIAL IMPLICATIONS

A budget allocation of \$100,000 was provided in this financial year in accordance with Action 3.2 from the Disability and Inclusion Action Plan, and this has funded disability consultants' reports as well as ongoing actions by Council to build employment opportunities for people with disability.

ATTACHMENTS

1. Inner West Council Job Accessibility and Inclusion Audit



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Executive Summary

At present, 4.5 million Australians or 18% of the population, have either a physical or nonphysical disability¹, 80% of those disabilities are non-visible², and 2.1 million people are of working age (15-64 years)³. The unemployment rate for people with disability is more than double the rate of people without disability and it has not changed for almost 30 years⁴. Some of the reasons for this are the barriers present within mainstream recruitment practices. Common barriers to recruitment practices include inaccessible systems and processes, a lack of knowledge and experience, and non-inclusive cultures and mindsets. These factors influence wider misconceptions and unconscious bias, beliefs, attitudes, and behaviours.

The findings of the Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability⁵ supports stronger frameworks and increased inclusion for people with disability in the workforce. In particular, Volume 7 of the report, Inclusive Education, Employment and Housing, provides recommendations to support the public sector to overcome barriers and identify solutions for greater inclusion for people with disability.

Unintentional barries such as unconscious bias and misconceptions can significantly hinder employment outcomes for people with disability. It is imperative that Inner West employees participate in training that builds capability and confidence to form a foundation of successful outcomes when employing and working with people with disability.

Employing people with disability is crucial for Inner West Council to consider for several reasons;

- It fosters diversity and inclusion which creates a workforce representative of the community it serves
- 2. Diversity offers unique perspectives and creativity, leading to increased innovation

¹ Australian Institute of Health and Welfare, People with disability in Australia 2022: in brief

² Hidden Disabilities Sunflower, What is a hidden disability?

³ Australian Network on Disability, Disability Statistics

⁴ Australian Institute of Health and Welfare, People with disability in Australia 2022: in brief

⁵ Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability

- Employees with disability are known for their loyalty, commitment, and strong work ethic, contributing to an inclusive work culture and high retention rates⁶
- 4. Employing people with disability expands the talent pool available to Inner West Council, allowing the organisation to tap into a skilled and underutilised workforce
- Prioritising disability inclusion demonstrates corporate social responsibility, positively impacting reputation, which can lead to increased access to government funding, incentives and programs.

Inner West Council recognises the importance of tapping into the lived experiences of people with disability, and as a result, have partnered with disability inclusion consulting firm Get Skilled Access to perform this Job Role Accessibility and Inclusion Review. The aim of the review is to support Inner West Council to meet its goal to become a disability employer of choice and be recognised as a leader in the field of disability employment. To do this, the review will identify what is working well within current recruitment related processes and practices, roles, and areas within Council where disability employment activity will have genuine impact. Additional insight will be provided regarding where there are opportunities to further embed accessibility and inclusion, removing barriers, and increasing the employment opportunities for people with disability.

Throughout or discovery there were some things that we noted to be working well and considered excellent examples of inclusive practices for people with disability. The job application process for someone who uses screen reader technology was very accessible. It's common to be met with barriers at some stage during this process, however our consultant was able to apply for a job independently. The Disability Inclusion Action Plan 2023-2026 is a successful sign and symbol of inclusion. The Council's commitment to disability inclusion is evident through the development of such thorough and considered actions. The Council should be proud of their work on this document and ensure it is finalised and socialised widely to support them to meet their disability inclusion goals.

⁶ Lindsay, S., Cagliostro, E., Albarico, M. et al. A Systematic Review of the Benefits of Hiring People with Disabilities. J Occup Rehabil 28, 634–655 (2018). https://doi.org/10.1007/s10926-018-9756-z

It's pleasing to note that a lot of useful information regarding disability access and inclusion on the intranet, including the use of authentic imagery. This shows that Council are considering disability inclusion both internally and externally and are committed to going above any beyond to increase the inclusion broadly of people with disability. Inner West Council's Reasonable Adjustment Commitment is a gold standard document that not only highlights the inclusive nature of Council but demonstrates their commitment to being an Equal Opportunity Employer. This report strongly supports the finalisation and promotion of this document Council-wide.

Methodology

The methodology for the Job Role Accessibility and Inclusion Review included the following steps:

1. Job Role Review

A desktop review of 4 x existing job roles from each of Bands 1, 2 and 3, assessing the inherent requirements of the role and seeking to understand their essential components to identify employment opportunities for people with disability at Inner West Council. The existing job roles included the following:

Band 1:

- Team Member Landscape Services level 2
- Community Bus Driver level 3
- Assistant Squad Coach level 3
- Cook level 3

Band 2:

- Health & Fitness Training level 1
- Insurance Officer level 2
- Library Programming & Events Officer level 1
- Ranger level 1

Band 3:

- ICT Program Manager level 3
- Team Leader Fire Safety level 3
- Events Manager level 4
- Manager Financial Partnering and Analytics level 4

Additionally, further assessment of Inner West Council's recruitment documents/platforms were conducted from a broader disability inclusion lens. Areas of assessment included the following:

Job Ads & Position Descriptions

- Aquatics Operations Supervisor
- Casual Health and Fitness Trainer
- Casual Learn to Swim Instructor
- Children's Services Cook Part time
- Community Bus Driver (Part time & Casual Roles Available)
- Contributions Specialist Planner
- Early Childhood Educator Diploma Qualified
- Executive Planner
- Insurance Officer
- Landscape Planner
- Learn to Swim Team Supervisor
- Operational Team Leader Aquatics
- Procurement Services Business Partner
- Project Manager Tree Planting
- Public Trees Manager
- Team Member Driver (Resource Recovery) Multiple Positions
- Team Member Loader (Resource Recovery) Multiple Positions
- Tree Contract Supervisor

Inner West Council's Job Application Platform:

Mock job application on the Scout Platform

Job Offers:

- Job Offer Sample Template
- 2. Policy and Process Review

A desktop review of relevant Inner West Council processes, practices, and programs relating to disability employment was also conducted to further understand the supports and strategies available for employees with disability and where opportunities for improvement exist.

Policies and Processes:

- Inner West Council Organisational Chart (redacted)
- Flexible Work Arrangements Protocol
- Draft Reasonable Adjustment Commitment
- Inner West Council Recruitment Protocol
- Workforce Management Strategy 2022-2026
- Draft Disability Inclusion Action Plan 2023-2026

Inner West Council – Careers with Council Page

Intranet Pages:

- Access and Inclusion
- Access and Inclusion Training
- Disability Employee Network & Disability Employee Network Intranet Announcement
- Flexible Working Arrangements
- Health and Wellbeing
- Council launches new Disability Employee Network

3. Data Review

A review of current available data was attended to gain insight into the common roles people with disability are looking at and applying for, along with roles that Council have had success in recruiting people with disability. Examples of the data reviewed included:

- Data from disability employment platform The Field
- Royal Commission on Disability Findings extra relevant to Inner West Council

4. Report Developed

Using the information collated through steps 1-3, a comprehensive report was developed outlining key findings and recommendations to remove barriers to employment for people with disability at Inner West Council. Successful implementation of these recommendations will help establish their position as a disability employer of choice and leader in the field of disability employment.

Reasonable Adjustments and Inclusive Employment

When considering job roles for people with disability, it's important to prioritise the person and their individual skills, experience, and capacity to perform the role. Disability is diverse and this includes not only the type of disability experienced by an individual but the way it can present. When implementing inclusive recruitment strategies, it is not only important but unlawful to make assumptions about a person's ability to undertake a task because of their disability.

As with all individuals, there are some roles that may be less suited to a person with disability based on their unique skillsets and abilities. For example, a person who is blind will be unable to perform the duties required for a Community Bus Driver role due the requirement to hold a driver's licence. If the role requirement is simply to travel across different sites, however, then a person who is blind may be able to use reasonable adjustments, such as the ability to utilise a support person or transport service, to meet the inherent requirements of the role.

The social model of disability supports the implementation of reasonable adjustments to enhance employment opportunities for people with disability. The social model highlights that it's the external barriers, such as the built environment, attitudes, systems and processes, and communication, that impact the participation of people with disability. It does not deny the impact of barriers on people with disability but rather places the onus of those barriers away from individuals and onto the accessibility and inclusiveness of society. It recognises that like race, religion or gender, disability is just another part of a person's identity.

Often, the first thought that comes to mind for organisations regarding reasonable adjustments is cost. It's important to be educated on this matter in order to make informed decisions and avoid the impacts of misconceptions and unconscious bias. Research has identified that the cost of implementing reasonable adjustments for people with disability in

the workplace is less than \$500⁷. In fact, many people with disability often already possess the additional supports or equipment that enable their reasonable adjustment requirements. For example, a person who is blind may utilise screen reader technology. Standard practice is that screen reader technology is already embedded into phones and computers, requiring nil further cost or time for implementation. Where financial support over the sum of \$500 is required to implement a reasonable adjustment, organisations can refer to government supported programs such as the Job Access Employment Assistance Fund which covers the cost of purchasing equipment, making modifications to the work environment or providing additional services for people with disability.

Job Role Review Recommendations

The following job roles were reviewed from a disability lens, identifying what job requirements may support the skills and abilities of individuals with varying disability and where there are opportunities to implement reasonable adjustments to broaden the employment options at Inner West Council.

Band 1:

Team Member – Landscape Services – level 2

Requiring a love of the outdoors and horticulture, this role has the potential to suit many people with disability. The consistency of tasks, requirement for attention to detail and innovative thinking aligns with the many transferable skills that people with disability naturally possess.

If required, movement around varying locations and environments may be challenging for a wheelchair user or powerchair user, however, wheelchair users have many variances in their access requirements and abilities. Therefore, it is important that the Council does not dismiss the applicant prior to having a conversation with them.

Potential barriers identified in the position description include the requirement of a licence

⁷ https://vpsc.vic.gov.au/data-and-research/past-releases/data-insights-becoming-better-workplace-peopledisabilities/

¹¹

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and the desirable requirement for a medium rigid (MR) licence. If this was an essential requirement for the role it would eliminate some, but not all, people with disability from accessing the opportunity. If it's not essential, or a reasonable adjustment could be made, such as the availability of other team members to drive, then reflecting this in the position description would be recommended.

Point 3 of the position description's essential criteria states, "Demonstrated ability to communicate well, both verbally and in writing, including the ability to comprehend maps, street signage & work schedules and complete daily report forms". This requirement may pose a barrier for people who use alternate methods of communication, such as a person who is deaf or non-verbal. This doesn't mean their ability to communicate at a high level is compromised, instead, they merely require flexibility in the way they may communicate. Changing the criteria to read, "Demonstrated ability to communicate well, including the ability to comprehend maps, street signage & work schedules and complete daily forms" would allow increased inclusion for people who communicate in ways other than verbal and or in writing.

Community Bus Driver - level 3

To be eligible to perform the role of Community Bus Driver, the position description states that the candidate must have a light rigid (LR) drivers' licence and be able to assist with equipment, luggage and other items. Several people with disability have the ability to meet the qualifications required for the role. This includes people who are neurodivergent, people with non-visible disability, people who are deaf or hard of hearing and even some people with physical disabilities. It's important to remember that where a person has the skills required for the role, such as an LR licence, they should not be discounted from consideration during the recruitment process.

Of course, there will be some disability types that would not be suitable for this role, such as people who have low vision or are blind. In this case however, the strict requirements needed to be successful to acquire a LR licence will eliminate these candidates prior to the recruitment process.

Assistant Squad Coach – level 3

Careers that have a sporting element are very desirable for people with disability. Many people with disability have an interest or are committed to sport as it often aligns with the wellness needs of the individual. With a current focus on the 2024 Paralympics and 2032 Brisbane Paralympics, this is a field of work that is expected to increase.

The requirement for a pre-employment medial check may be a barrier for a person with disability and allow for unconscious bis and misconceptions to impede the recruitment process. It's recommended that pre-employment medical checks are only performed if absolutely necessary and where aligning to the inherent requirements of the role.

Cook – level 3

Whilst the essential and desirable criteria for this role along with the key duties are clear, there is opportunity to update the inherit physical requirements to focus on the work environment rather than the individuals ability. A role such as this would be desirable for many people with disability, especially those who may have a passion for food, nutrition and children. Disability types that would suit this role would include but not be limited to wheelchair users, people who are neurodivergent/neurodiverse, people who are deaf or hard of hearing, people with short stature and people with other physical and non-visible disabilities.

The physical requirements for this role including the ability to *"bend, squat and kneel for long periods of time, lift and carry varied weights frequently, stand for prolonged periods of time, have full functional use of lower back, hips, knees and ankles and tolerate outdoor environments"* could be revised to say *"this role requires lifting, reaching heights and working within the space of a commercial kitchen, driving to pick up supplies, supporting other employees within the childcare setting."*

Reasonable adjustments made to this role would increase the participation of people with disability. Reasonable adjustments may include the use of adjustable benches, specific placement of furniture and equipment and additional breaks to elevate fatigue. It is recommended that the physical inherit requirements for this role are reviewed to align with

¹³

the environment rather than the physical abilities of the candidate.

Band 2:

Health and Fitness Trainer-level 1

The role for Health and Fitness Trainer could appeal to a board range of diversity and ability. The requirement for a qualification in health and fitness is a strong indicator that the applicants will have the skills and attributes to perform the role. A person with disability, including both visible and non-visible, could add value to such a role given their unique understanding of the human ability and the environmental barriers/impacts that may influence this. This will allow for innovative and creative thinking to better understand client physicality and ability, meet a client where they are at, and support them to achieve their fitness goals.

When developing position descriptions, it's important to be mindful of language. Idioms can be confusing for many people who are neurodivergent or have cognitive disability. Rather than saying 'sound computer skills' try using simple descriptive words like good or excellent computer skills.

Insurance Officer – level 2

An office-based role could be desirable to many people with varying disability types. A role requiring attention to detail, may spark the interest of people who are neurodivergent, people with psychosocial disability or those with visible or non-visible disability. There are minimal barriers that could impede a person with disability from succeeding at a role such as this.

It was noted that the position description requires the candidate to have a driver's licence. It is recommended that the Council consider if a reasonable adjustment could be applied in this situation. Reasonable adjustments may include the use of an alternate mode of transport that suits the candidate's needs, such as public transport or support workers. This is particularly important for people who have low vision or are blind and possess the skills and capability to succeed in the role but are unable to obtain a licence.

Library Programming & Events Officer – level 1

The Library Programming and Events Officer roles not only leads itself to suit the skills and abilities of people with varying types of disability, but also provides an opportunity for lived experience of disability to further enhance the role. Examples of these opportunities for enhancement include implementing universal design considerations for events and considering accessibility and inclusion at the planning stages, rather than retrofitting. It also allows the candidate to utilise their own experiences of disability to easily identify what is working well, and where extra effort is required to ensure true access and inclusion. For example, a person who is a wheelchair user may identify barriers to physical environments more easily than a person without lived experience (such as the need for matting at a grassed outdoor event).

Barriers to the role that may hinder participation from some people with disability include the requirement to work nights. Some people with disability, along with people without disability, may require medication that impacts their ability to undertake responsibilities at certain times of the day or night. For example, a person with epilepsy requiring antiepileptic medication may be unable to take on responsibilities whilst under the influence of the drug.

Additionally, people who experience difficulty with planning, organisation and teamwork would not be well suited to the role. Whilst some disability types may lead to barriers to these skillsets, many people without disability may also not possess these skills and therefore applicants should be considered on a case-by-case basis, regardless of whether they have disability or not.

As verbal communication skills are specifically highlighted within the essential criteria of the position description, people who are non-verbal are likely not suited for the role. However, if a person who is non-verbal utilises reasonable adjustments to support their ability to communicate, such as using assistive technology, Council should consider that person's application on the same basis as other candidates.

There are a number of physical requirements highlighted for this role. It is recommended

that Council review these requirements and ensure they are still relevant. It's important to remember that people with physical disability are still often able to participate in physical activity and therefore should once again be given the opportunity to request reasonable adjustments and be considered on a case-by-case basis. For example, a wheelchair user may be able to participate in lifting, pushing, carrying and stretching as well as moving furniture, without the need to bend, squat or stand for long periods.

Upon review, it was noted that a driver's licence was listed in the 'desirable criteria' of the position description. People with disability who are unable to drive often still have access to timely and dependable transport. To avoid creating unintended barriers for people with disability, it is recommended that position descriptions include the essential criteria only, ensuring the greatest number of suitable candidates feel safe and welcome to apply. Where a driver's licence is an inherent requirement of the role, people who are blind, have a particularly low level of vision or who take medication that impacts their ability to drive will not be appropriate for the role.

Ranger – level 1

The Ranger role is a fantastic opportunity for many people with varying disability. In particular, a person with experience with companion animals would be a successful addition to this role.

Participating in *"on call"* duties may present as a barrier for some people with disability. There are many ways, however, to utilise job design considerations and reasonable adjustments to broaden the number of people able to meet the requirements of this role. This includes offering the job as a job share opportunity, whereby one person in the job share arrangement agrees to tend to all on call duties in place of another task that their colleague will attend to.

It is understood that a driver's licence is an inherent requirement of this role. This requirement may mean that some people with disability, such as a person who is blind, will be unable to attain this role and in this case, that is appropriate. Some people with disability may drive a modified vehicle that supports their access needs, such as a vehicle that is

driven using hand controls only. Where this may be the case, consider whether the applicant can complete the responsibilities of the role in their own pre-modified car, rather than using a Council appointed car.

Band 3:

ICT Program Manager – level 3

Technology related roles often attract people with disability as they generally cater to the skills and abilities of a broad group of people. When considering disability, this includes people with physical disability, neurodiversity, psychosocial disability, sensory disability and more. Additionally, there are a significant number of assistive technologies, such as screen reader technology, that can support a person with disability to participate in technology related roles where they otherwise may not be able to. Therefore, Council should ensure they are open to supporting candidates to use these technologies as a reasonable workplace adjustment.

It is strongly recommended that the requirement for a pre-employment medical check on the position description is abolished as its relevance to the role is questionable. For some people with disability, being examined by a health practitioner nominated by an employer may be uncomfortable and trigger unwanted impacts. In order to ensure the risk of discrimination is minimised, and the role attracts a variety of candidates, this position description should be reviewed.

Team Leader Fire Safety – level 3

It was noted that a driver's licence is required for this role. As stated above, this may be a barrier to some people with disability. Nil further barriers to the role were otherwise noted on review. Rather, the focus of the role is predominantly skills based, and therefore each candidate should be considered on an individual basis.

Events Manager – level 4

The Events Manager role is an opportunity for the Council to lean on the lived experience of people with disability to support their goals of meeting changing community priorities,

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engaging citizens in community life and enhancing social inclusion and economic benefits. Requirements for local government areas to demonstrate inclusive tourism and events are on the rise. Therefore, considering an applicant with disability would further enhance Inner West Council's position as an equal employer, committed to representing the community it serves.

Whilst a driver's licence is required for the role, adjustments regarding this should be considered, such as the ability for an employee to utilise transport services to move around as needed.

Manager Financial Partnering and Analytics – level 4

An important consideration when hiring people with disability is to avoid the assumption that people with disability aren't interested, striving toward or have the capability to perform high level leadership roles. Historically, people with disability have been dismissed for leadership and professional opportunities due to unconscious bias and misconceptions about their abilities. Many people with varying disability types, however, are often seeking and striving for these opportunities. Some of the reasonable adjustments for a role such as this may include, but should not be limited to, flexible working from home arrangements, height adjustable desks, computer programs that supports screen readers technology or technology to aid communication.

Process and Policy Review Recommendations

Process Review Recommendations

Job Ads:

It's a successful sign and symbol of inclusion that the Council promotes its position as an equal opportunity employer as well as the ability for Council staff to utilise flexible work arrangements. Additionally, it is successful that medical exemptions are discussed in the context of COVID-19 vaccinations. A requirement for candidates to hold a COVID-19 vaccination may create a barrier for people with disability who are ineligible to have the vaccine on medical grounds. It is recommended this wording continues to be used in future job ads.

- It is recommended that Council provide two methods of contact, such as an email address and phone number, for potential job candidates, who may have an enquiry about the job ad, rather than one (as identified in the Landscape Planner Job Ad).
- It is recommended that the language regarding reasonable adjustments in job ads is updated to align with the social model of disability. The social model of disability acknowledges that disability itself is not the barrier to participation for people with disability, rather, it's the barriers present in society, such as the built environment or systems and processes that impact participation. Recommended wording regarding reasonable adjustments can be found below:

At Inner West Council, we welcome and encourage people from diverse backgrounds to apply for our roles. Should you require reasonable adjustments to demonstrate your best self throughout the recruitment process and beyond, please contact (provide two methods of communication such as an email address and phone number).

- Consider removing the 'nice to haves' on jobs ads and include only the 'must haves', focusing on the inherent requirements of the role. 'Nice to haves' can often create barriers for people with disability and deter them from applying for roles.
- It is strongly recommended that the statement regarding diversity and people with disability is moved to the top or middle of the job ad. Including these statements to the bottom of job ads can lead readers to view the statement as a tokenistic add on.

Position Descriptions:

• Whilst it is promising that position descriptions are reviewed regularly by an appropriate staff member, it is important to ensure that this review extends beyond basic job requirements and instead focuses on job design considerations. This includes reviewing the way in which each role is completed and whether there are other ways in could be done to support the inclusion of staff with disability. Examples of job design considerations might involve reviewing whether the job could be completed in a job-share scenario or if the specific role could accommodate work from home flexibility. In the Team Member Driver position description, it states that staff must be *"available and prepared to work alternative starting times, shifts and service types across two depots. Twenty four (24) hours' notice will be given".* This requirement may cause barriers for

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people with disability. Consider whether structured shifts can be organised for some staff members to allow increased opportunities for people with disability to apply for the role.

- It is noted that tables are utilised on position descriptions. Often, tables are not
 accessible to screen reader technology. It is recommended that tables are checked for
 accessibility including any supporting documents such as PDFs to ensure information is
 accessible to the greatest number of people possible.
- Universal Design is a construct that is becoming more relevant, viewed as best practice for inclusion and can intersect across many touchpoints within a council setting. Where appropriate consider where Universal Design considerations may be relevant to a particular role. For example, understanding Universal Design could be a listed as a key duty for a Contributions Specialist Planner.
- The Public Trees Manager position description highlights that managers must model respect for cultural diversity. There is an opportunity to consider the diversity of all employees in this statement and include this requirement in all position descriptions.
- Pre-employment medical checks should only be conducted where necessary to meet the inherent requirements of the role. It is recommended that Inner West Council review the roles that require medical checks and identify if they are necessary and whether they create unintentional barriers or discrimination toward people with disability.
- The description of the physical requirements for the Team Member Loader is successful and inclusive as it focuses on only the <u>inherent</u> physical requirements of the specific role, rather than the applicant. Additionally, it uses strength-based language rather than deficit language and for this reason it is recommended that this position description be referred to as an example of good practice going forward.

Application Platform:

 It is a successful sign and symbol of inclusion that the job application includes a mandatory question regarding reasonable adjustments and does not isolate the question to people with disability alone. This question should be included in all future job ads.

- - In order to ensure online applications are accessible for the greatest number of people, including people with disability, it is recommended that Inner West Council identify whether their job application platform, Scout, meets the most up to date <u>WCAG</u> standards. If it does not, the site may be inaccessible to some people. If this is the case, it is important that the Council is open to accepting job applications through alternative methods such as paper format or via an online application completed on Word.

A mock job application for a Community Wellbeing Officer role in Ashfield was submitted by a Get Skilled Access consultant who is blind and uses Apply screen reader technology. Their findings regarding the accessibility of the process are located below:

- The user was able to navigate the job listing page easily and was able to access all drop downs and text fields of the search function.
- The consultant was able to easily read the job advertisement and it was positive that the phone number for the contact person was hyperlinked which is best practice for accessibility.
- It was recommended by the consultant that Inner West Council also provide an email address as an alternate contact method, ensuring the email address is also hyperlinked.
- The consultant was able to independently complete the application for the advertised role as all drop downs, tick boxes and text fields were accessible.
- The final stage of the application where a final check of applicant answers is required was also accessible. Often this section of job applications is inaccessible and therefore this was considered a successful sign and symbol of inclusion.
- The consultant was unable to ascertain whether there was a word limit to the selection questions as the screen reader did not read this out. As a result, they were unsure about how much to write in their response to the questions.
- Following application submission, the consultant received an email advising that their application had been received. All information in the email was accessible. The consultant felt there is an opportunity to expand the information provided in the email to include next steps/the application process and timelines.

Job Offers:

- If seeking to embed best practice accessibility, consider removing the icon in the background of page one of the Job Offer Sample Template, allowing for greater colour contrasting and legibility.
- It was noted on the job offer that job offer participants are required to complete a criminal record check on cvcheck.com. Be mindful that this website may not be accessible for some people with disability, in particular, those who use screen reader technology. Consider providing an opportunity for the hiring manager or HR staff to support new starters when completing this part of the job offer.
- When attaching supporting documentation to a job offer, ensure the documents are accessible and provided in Word format. This will ensure accessibility for the greatest number of people.
- In the job offer, there is mention of possible changes to policies and role responsibilities
 from time to time. Whilst it is understandable that this may be required, it is important
 that relevant hiring managers and recruitment staff understand that this can pose a
 barrier for people with disability who are otherwise able to meet the inherent
 requirements of the role. Consider adding a statement highlighting that flexibility in a
 role works both ways between employee and employer. Providing flexible work
 arrangements or workplace adjustments can help ensure this occurs and highlighting
 this will be seen as a sign of inclusion.
- When offering to support a candidate to complete their job offer form it is important to provide two methods of communication, such as an email address and phone number, as this will ensure the communication needs of a greater number of candidates are considered.

Traineeships:

Traineeships are a useful way to help prepare all people, including people with disability, with the skills required to transition into a specific role. It has been noted that traineeships for people with disability are currently being developed to support Council's goal of increasing the representation of people with disability within their workforce. Given this, it's important that traineeships align with roles frequently available at Council. Whilst a broad

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range of traineeships requiring different abilities and skillsets are always encouraged, best outcomes will be achieved where there are opportunities for traineeships to lead into ongoing work with Council. Upon reviewing data captured by Inner West Council, roles that are frequently vacant include Senior Planners, Aquatics staff, Children Services staff including Cooks and Early Childhood staff, Customer Service Officers, Rangers and staff within the Landscape Services team.

Intranet Pages:

Access and inclusion Page

- It's successful to note that a lot of information has been provided to make Council events, projects and content accessible. It's important to talk about inclusion alongside access to ensure full participation can be enjoyed by people with disability.
- In terms of digital access, be mindful of colour contrasting. Using a light grey font against
 a white background may create accessibility barriers for people with low vision. Where
 possible, use black font on a white background.
- It's successful that authentic imagery of people with disability has been included on the Intranet. Where possible, consider using imagery on other parts of the Intranet and website as people with disability should be represented in all areas of council.

Access and Inclusion Training Page

- It is a successful sign and symbol of inclusion that a language guide, explanation of the social model of disability and person first language is included on the Intranet. To ensure language recommendations are inclusive, it is recommended that the word *"impairment"* is removed from all Council communications as this word is no longer considered appropriate by the majority of the disability community.
- As the word "impairment" is mentioned on the language guide included on the Intranet, consider updating it with the guide at the following link: <u>https://www.afdo.org.au/news/language-guide/</u>.
- When considering training to improve disability inclusion, consider offering unconscious bias and misconception training. It is strongly encouraged that all staff involved in recruitment, including hiring managers, HR and recruitment staff and any staff

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participating on interview panels, undertake unconscious bias and misconception training.

• Ensure the Council Intranet site meets the most up to date WCAG standards. Often, tables are not accessible for people who use screen reader technology. If the site has not undergone appropriate accessibility testing prior to publishing, then this may create barriers for some Council employees.

Flexible Working Intranet Page

- When requesting flexible work arrangements, there is an opportunity to allow the reader to communicate in a medium that best suits their requirements. For example, where it says to 'talk' to your manager, it could be updated to 'communicate' with your manager.
- It was successful to note that attachments are hyperlinked making them easier to access. It's important to ensure any additional attachments and documents are accessible and meet current WCAG standards

Health and Wellbeing Page

• Ensure imagery has alternative text embedded to allow people who use screen reader technology to access the information.

Disability Employee Network & Disability Employee Network Intranet Announcement

- Consider involving people with temporary or short-term disability in the Disability Employee Network in addition to people with permanent disability.
- Consider how Disability Employee Network members can be included in the development and implementation of the Council's Inclusion Action Plan. It is recommended that the Disability Employee Network are utilised as a body of lived experience which can help guide Council's actions and any future disability inclusion practices. This group could also be involved in promoting positive stories about employees with disability at Council and organising disability related events such as International Day of People with Disability and Neurodiversity Week.

• Ensure the video included on this page of the Intranet has captioning and audio descriptions enabled.

Careers with Council Page

Websites are an important tool for people with disability. Ensuring that a website meets current <u>WCAG 2.2</u> standards will provide access to more than 575,000 people in Australia who are blind or have low vision⁸.

- It's successful to note that on the Inner West Home Page there is an access and inclusion tab. There is an opportunity to move the tab to a more prominent location, enabling easier access for users.
- The website does not have a dedicated Careers page, rather a list of current vacancies. By including a careers page, it offers the space to talk about the values, why work for Inner West Council, and highlight an inclusion statement. Signs and symbols of accessibility and inclusion are important for people with disability to feel confident that they are applying for a job where their disability won't be considered as a barrier. A Careers page provides an opportunity to showcase this.

Policy Review Recommendations

When creating policies, it's important to ensure they are accessible and consider the various ways in which people receive information. This includes, but is not limited to factors such as:

- o Minimum 12-point font
- \circ $\;$ Using font styles that are easy to read such as Arial, Veranda, Sans Serif
- Ensuring text and background colour contrasting is considered to increase legibility
- \circ $\;$ Embedding alternative text and image descriptions on all images and icons
- Ensuring all PDFS, illustrations, infographics and tables are accessible to screen reader user technology and have undergone accessibility tests
- Where possible, providing an accessible Word document version of PDFs as these are often more accessible to screen reader technology

⁸ A snapshot of blindness and low vision services in Australia - Vision 2020 Australia

- When important text is provided in image format, ensuring it is also provided in text, allowing for maximum accessibility
- o Ensuring all text is provided left to write, rather than vertically

Reasonable Adjustment Commitment:

- Inner West Council's Reasonable Adjustment Commitment is a gold standard document that not only highlights the inclusive nature of Council but demonstrates their commitment to being an Equal Opportunity Employer. This report strongly supports the finalisation and promotion of this document Council-wide. In order to increase the inclusive nature of the document, the following changes are recommended:
 - Provide a clear, step by step process for a person to follow should they require a reasonable workplace adjustment. Sometimes employees may not feel comfortable discussing reasonable adjustments with their manager and therefore it is recommended that the Council provide another contact person, such as a HR representative, that the staff member can approach.
 - Replace the term "mobility issues" for "physical access requirements" in the document and ensure all language follows the social model of disability. This recognises that disability itself is not a barrier to participation but rather it's the external barriers such as stairs and negative attitudes.

Inner West Council Recruitment Protocol:

- There is an opportunity to include information about affirmative measures for employing people who identify as a person with disability.
- It's always pleasing to read gender mix expectations for interviewing candidates. Ensure
 all employees conducting interviews have unconscious bias training and where possible
 consider a person with disability on the interview panel.
- When offering roles, ensure the method is in a format that is accessible to the candidate, for example, a 'verbal offer' may not be suitable for a person who is deaf. It's best to not highlight the precise communication method and simply use the heading 'Offer'.

Flexible Work Arrangements Protocol:

Flexible working arrangements are a strong sign and symbol of an inclusive workplace and can benefit all employees in various roles.

- When referring to people with disability, it's important use the term 'people with disability' rather than 'people with a disability' as this assumes the person has only one disability. The same applies when saying 'people with disabilities' as this assumes the person has more than one.
- There is an opportunity to include a link to the Reasonable Adjustment Protocol in the Flexible Work Arrangements Protocol.
- The protocol states that flexible work arrangements are temporary and will be for a
 period of 12 months, unless given further approval. This may be a barrier for a person
 who has permanent disability and requires long term reasonable adjustments for their
 role. It is recommended that Council revise this language to allow the option for flexible
 work arrangements to be ongoing where appropriate.
- At present, the request for flexible work arrangements must be given in writing. Consider flexibility in this approach to include other mediums of communication.
- Ensure that any form or communications regarding flexible work arrangements are provided in a manner that is accessible for the employee. For example, ensure an employee who is blind and uses screen reader technology can access it.
- The definition used for purposes of this policy reads "In accordance with Section 7 of the Disability Inclusion Act 2014, the term "disability", in relation to a person, includes a long-term physical, psychiatric, intellectual or sensory impairment that, in interaction with various barriers, may hinder the person's full and effective participation in the community on an equal basis with others".

Whilst the Disability Inclusion Act 2014 plays an important part in influencing inclusive policy for Australia, words such as *"psychiatric"* and *"impairment"* are no longer considered inclusive. The definition used in the Act implies it's the person that is the barrier to their participation and fails to acknowledge environmental or attitudinal barriers. It is recommended that Council revise the definition to align more closely to the social model of disability.

Workforce Management Strategy 2022-2026:

The Workforce management strategy is a good reflection on the employee matrix of Inner West Council and identifies gaps and opportunities to increase inclusion across Council.

- Language terms such as *"impairment"* and *"psychiatric"* are outdated. There is an opportunity to utilise inclusive language when referring to people with disability.
- Disclosure is a historical barrier for people with disability. The reasons for this could be based on a number of factors such as fear of being treated differently, fear of not being considered for the same opportunities as those without disability, and the unintentional misconceptions and unconscious bias that often exist. It's important to ensure all employees are trained to understand disability and offer opportunities for a more positive experience and conversations regarding disability across Council.
- When conducting staff surveys around disability it's important to use language that is safe and clearly defines disability. People can often be led to think about physical disability, however, disability is much boarder than physical disability alone. Mental ill health, psychosocial disability, neurodivergence and neurodiversity should be included when describing disability to allow the reader to better understand it's breadth.
- The Workforce Action Plan is a great resource to build and strengthen a sustainable workforce. There is opportunity to consider ways to tap into the one million people with disability of working age to support the strategies throughout the life of the Plan.

Draft Disability Inclusion Action Plan 2023-2026:

 The Disability Inclusion Action Plan 2023-2026 is a successful sign and symbol of inclusion. The Council's commitment to disability inclusion is evident through the development of such thorough and considered actions. The Council should be proud of their work on this document and ensure it is finalised and socialised widely to support them to meet their disability inclusion goals.

Data Review Recommendations

Royal Commission on Disability Findings

The findings into the Royal Commission into Violence, Abuse, Neglect and Exploitation on people with disability was published in 2023. The report made 222 recommendations on

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how to improve laws, policies, structures and practices to ensure a more inclusive and just society that supports the independence of people with disability and their right to live free from violence, abuse, neglect and exploitation.

The Royal Commission findings and recommendations will impact all levels of government and continue to influence ways to make a more equitable society for people with disability. To achieve this, will take a collaborative approach across all levels of government. Through the GSA discovery process it's been clear that Inner West is committed to disability inclusion and proving and growing pathways for people with disability to achieve their career goals.

The following Royal Commission recommendations will provide an opportunity for Inner West to align the work they are implementing to ensure employment for people with disability continues to increase and has a greater cultural impact nationally.

- Recommendation 7.18 Establish specific and disaggregated targets for disability employment in the public sector
- Recommendation 7.19 Establish specific disability employment targets for new public service hires in agencies and departments
- Recommendation 7.20 Clarify the application of the merit principle in public sector recruitment
- Recommendation 7.21 Introduce consistent adjustment principles and adjustment passports
- Recommendation 7.22 Public reporting on public sector disability employment strategies and targets

The Field Data

The Field Jobs is a job platform that is built by and for people with disability. The site is fully accessible and is designed so people with disability have the opportunity to showcase their skills and capability rather than focus on their disability. Since its inception in 2022, The Field has built a community of both job seekers and potential employers and is contributing to decreasing the unemployment rate for people with disability. The data to date analyses the

most popular role searches and role alerts that align with candidates' skill set on their profiles.

The most popular roles searched via text format include the following: Administration roles – 5,180 Customer Service – 3,000 Retail – 2,650 Office Administration – 2,210 Data Entry – 1,640 Cleaner – 820 Part Time – 770 Casual – 720

Below is a table which includes the common experiences and qualifications of candidates on The Field and examples of Council roles that align with them.

Qualification and experiences identified on The Field	Relevant roles at Inner West Council
Accountant	Financial Accountant
	Service Unit Accountant
	Senior Service Unit Accountant
	Systems Accountant
Administration	Service Unit Resource & Admin Support
	Officer
	Business Administration Support Officer
	Library Services Administration Officer
	Business and Operations Administrator
Analyst	Procurement Business Analyst
	Business Analyst
	Business Systems Analyst
	Document and Records Analyst
Business Manager	Business Solutions Manager

	Business Immersion and Officer
Business Improvement Officer	
	Business Partner
Cleaner	Cleaner - Aquatics
Customer Service Library Customer Services Assistant	
	Customer Service Officer – Aquatics
	Customer Service Supervisor – Aquatics
	Senior Customer Service Officer - CEST
Data analyst/Entry	Data & Information Administrator
	Records Curator
	Data and Systems Analyst
Driver	Plant Operator/Driver
	Team Member Driver – Resource Recovery
	Specialist Services
	Team Member Driver- Street & Parks
	Standby Driver – Resource Recovery Night
Finance	Account Officer
	Financial Accountant
	Senior Service Unit Accountant
	Systems Accountant
	Service Unit Accountant
Forklift Driver Operator	Plant Operator
Graphic Designer	Content Producer and Graphic Designer
Human Resources	People and Culture Advisor
	WHS and Wellbeing Specialist
	Learning and Development Specialist
Manager	Library Content & Community Manager
	Project Manager - Ashfield Aquatic Centre
	Refurbishment
	Project Manager - Scheduler
	Living Arts Manager

Project Manager	Operations & Special Projects Manager
	Community Projects Coordinator
	Project Manager - Ashfield Aquatic Centre
	Refurbishment
	Project Manager - Scheduler
Marketing	Customer Service & Marketing Coordinator
	Communication Engagement and Marketing
	Specialist
	Marketing, Media & Communications
	Coordinator – Strategic and Corporate
	Communications
	Library Web & Marketing Officer
	Customer Service & Marketing Coordinator –
	Aquatic Services

There is an opportunity for Inner West to use the above data to target and prioritise roles that are relevant to the work delivered by Council as well as the most popular roles that are sought by people with disability. Though some roles have been identified to target people with disability, it should not limit or be a barrier to people with disability applying for the other roles Council has to offer.

Key Recommendations and Opportunities to increase disability inclusion:

Low: Easy to implement and can be actioned within 6 months

Language:

- It is recommended that language be updates to support the most current and best practice social model of language which acknowledges that disability itself is not the barrier to participation for people with disability, rather, it's the barriers present in society, such as the built environment or systems and processes that impact participation. when referring to people with disability. There are many examples found throughout the audit, that are more defined in the report, here are just a few to consider:
 - Idioms can be confusing for many people who are neurodivergent or have cognitive disability. For example, rather than saying 'sound computer skills' try using simple descriptive words like good or excellent computer skills.
 - When referring to people with disability, it's important use the term 'people with disability' rather than 'people with a disability' as this assumes the person has only one disability. The same applies when saying 'people with disabilities' as this assumes the person has more than one.
 - In the Reasonable Adjustment commitment Replace the term "mobility issues" for "physical access requirements" in the document and ensure all language follows the social model of disability. This recognises that disability itself is not a barrier to participation but rather it's the external barriers such as stairs and negative attitudes.
 - Update relevant criteria where it says "Demonstrated ability to communicate well, both verbally and in writing, including the ability to comprehend maps, street signage & work schedules and complete daily report forms". To say

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"Demonstrated ability to communicate well, including the ability to comprehend maps, street signage & work schedules and complete daily forms"

- Verbal communication skills are specifically highlighted within some essential criteria
 of position descriptions, people who are non-verbal are likely not suited for the role.
 However, if a person who is non-verbal utilises reasonable adjustments to support
 their ability to communicate, such as using assistive technology, Council should
 consider that person's application on the same basis as other candidates.
- Develop a reasonable adjustments statement for all job ads. An example of social model language regarding reasonable adjustments can be found below:
 At Inner West Council, we welcome and encourage people from diverse backgrounds to apply for our roles. Should you require reasonable adjustments to demonstrate your best self throughout the recruitment process and beyond, please contact (provide two methods of communication such as an email address and phone number).
- It is recommended that Council provide more than one method of contact, such as an email address and phone number, for potential job candidates, who may have an enquiry about the job ad, rather than one (as identified in the Landscape Planner Job Ad).
- It is understood that for some positions driver's licence is an inherent requirement of a role. When advertising roles, consider the weather the requirement for a drivers licence is necessary, or can a reasonable adjustment be considered. This is particularly important for people who have low vision or are blind and possess the skills and capability to succeed in the role but are unable to obtain a licence.
- It is a successful sign and symbol of inclusion that job applications include a mandatory question regarding reasonable adjustments and does not isolate the question to people with disability alone. This question should be included in all future job ads.

Attachment 1

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- It is strongly recommended that diversity and reasonable adjustment statements be moved to the top or middle of the job ad. Including these statements to the bottom of job ads can lead readers to view the statement as a tokenistic add on.
- It's recommended that an email address contact be included on all job applications as an alternate contact method and ensure the email address is also hyperlinked.
- If seeking to embed best practice accessibility, consider removing the icon in the background of page one of the Job Offer Sample Template, allowing for greater colour contrasting and legibility.
- It was noted on the job offer that job offer participants are required to complete a criminal record check on cvcheck.com. Be mindful that third party websites may not be accessible particularly for those who use screen reader technology.
- At present, the request for flexible work arrangements must be given in writing. Consider flexibility in this approach to include other mediums of communication.

Medium: May need further conversation, can be actioned within 6-12 months

When creating Council documents and communications, it's important to ensure they are accessible and consider the various ways in which people receive information. This includes, but is not limited to factors such as:

- o Minimum 12-point font
- o Using font styles that are easy to read such as Arial, Veranda, Sans Serif
- Ensuring text and background colour contrasting is considered to increase legibility
- \circ $\;$ Embedding alternative text and image descriptions on all images and icons
- Ensuring all PDFS, illustrations, infographics and tables are accessible to screen reader user technology and have undergone accessibility tests

- Where possible, providing an accessible Word document version of PDFs as these are often more accessible to screen reader technology
- When important text is provided in image format, ensuring it is also provided in text, allowing for maximum accessibility
- o Ensuring all text is provided left to write, rather than vertically
- To improve disability confidence and capability provide education to all Council employees to all staff involved in recruitment, including hiring managers, HR and recruitment staff and any staff participating on interview panels that discusses topics such as social model of disability, misconceptions and unconscious bias, language of disability and reasonable adjustments.
- It is recommended that Inner West Council identify whether their job application platform, Scout, meets the most up to date <u>WCAG</u> standards.
- It's successful that authentic imagery of people with disability has been included on the Intranet. Where possible, consider using imagery on other parts of the Intranet and website and not just when discussing matters regarding disability.
- To ensure language recommendations are inclusive, it is recommended that the word *"impairment"* is removed from all Council communications as this word is no longer considered appropriate by the majority of the disability community.
- It's successful to note that on the Inner West Home Page there is an access and inclusion tab. There is an opportunity to move the tab to a more prominent location, enabling easier access for users.
- Consider how Disability Employee Network members can be included in the development and implementation of the Council's Inclusion Action Plan. It is recommended that the Disability Employee Network are utilised as a body of lived experience which can help guide Council's actions and any future disability inclusion practices.

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- Ensure the video included on this page of the Intranet has captioning and audio descriptions enabled.
- The definition of disability in Council policy reads "In accordance with Section 7 of the Disability Inclusion Act 2014, the term "disability", in relation to a person, includes a long-term physical, psychiatric, intellectual or sensory impairment that, in interaction with various barriers, may hinder the person's full and effective participation in the community on an equal basis with others".
 Whilst the Disability Inclusion Act 2014 plays an important part in influencing inclusive policy for Australia, words such as "psychiatric" and "impairment" are no longer considered inclusive. The definition used in the Act implies it's the person that is the barrier to their participation and fails to acknowledge environmental or attitudinal barriers. It is recommended that Council revise the definition to align more closely to the social model of disability.
- When conducting staff surveys around disability it's important to use language that
 is safe and clearly defines disability. People can often be led to think about physical
 disability, however, disability is much boarder than physical disability alone. Mental
 ill health, psychosocial disability, neurodivergence and neurodiversity should be
 included when describing disability to allow the reader to better understand it's
 breadth.

High: Long term recommendations that will require further consideration and approval

- Develop a Reasonable Adjustment Policy and Guideline
- There is an opportunity to explore opportunities for affirmative measures (identified roles) for employing people who identify as a person with disability.

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- It's recommended that pre-employment medical checks are only performed if absolutely necessary and where aligning to the inherent requirements of the role.
- Universal Design is a construct that is becoming more relevant, it's viewed as best
 practice for inclusion and can intersect across many touchpoints within a council
 setting. Where appropriate consider where Universal Design principles may be
 relevant to a particular role. For example, understanding Universal Design could be a
 listed as a key duty for a Contributions Specialist Planner.
- The website does not have a dedicated Careers page, rather a list of current vacancies. By including a careers page, it offers the space to talk about the values, why work for Inner West Council, and highlight an inclusion statement. Signs and symbols of accessibility and inclusion are important for people with disability to feel confident that they are applying for a job where their disability won't be considered as a barrier. A Careers page provides an opportunity to showcase this.
- The flexible work arrangements protocol are temporary and will be for a period of 12 months, unless given further approval. This may be a barrier for a person who has permanent disability and requires long term reasonable adjustments for their role. It is recommended that Council revise this language to allow the option for flexible work arrangements to be ongoing where appropriate.

Appendix

Definitions

Accessibility Get Skilled Access	Making a product, service, information, or environment available to as many people as possible.
Disability <u>United Nations</u> <u>Convention on the</u>	Any limitation, restriction, or impairment, which restricts everyday activities.
Rights of Persons with Disabilities OHCHR	"The interaction between persons with impairments and attitudinal and environmental barriers that hinders their full potential and effective participation in society on an equal basis with others."
Discrimination <u>Discrimination </u> <u>Australian Human</u> <u>Rights Commission</u>	Direct Discrimination - Discrimination happens when a person, or a group of people, is treated less favorably than another person or group because of their background or certain personal characteristics. It is also discrimination when an unreasonable rule or policy applies to everyone but has the effect of disadvantaging some people because of a personal characteristic they share. Indirect Discrimination - Discrimination can be against the law if it is based on a person's: age, disability, or race, including colour, national or ethnic origin or immigrant status, sex, pregnancy, marital or relationship status, family responsibilities or breastfeeding, sexual orientation, gender identity or intersex status.
Diversity <u>Global Diversity</u> <u>Practice</u>	Diversity is any dimension that can be used to differentiate groups and people from one another.

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Inclusion <u>Global Diversity</u> <u>Practice</u>	Inclusion is an organisational effort and practices in which different groups or individuals having different backgrounds are culturally and socially accepted and welcomed, and equally treated.
Inclusive Culture <u>Culture - Get</u> <u>Skilled Access</u>	Have a sense of belonging, feeling respected, valued for who you are and the ability to add value, with a supporting energy and commitment from others so that you can be at your best. Inclusive cultures give everyone the same opportunity to contribute and thrive. Accessibility and universal design is inherent in everything they do. There is an absence of bias, prejudice and inequality.
Universal design <u>Home - Centre for</u> <u>Universal Design</u> <u>Australia</u>	The design and composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability or disability.
WCAG <u>Centre For</u> <u>Accessibility</u> <u>Australia</u>	The Web Content Accessibility Guidelines (WCAG) is an internationally recognised standard created by the World Wide Web Consortium (W3C). The purpose of the WCAG standard is to define how to <i>"make Web content more accessible to people with disabilities"</i> . Accessibility involves a wide range of disabilities, including visual, auditory, physical, speech, cognitive, language, learning, and neurological disabilities.



Item No: C0324(1) Item 25

Subject: TEMPE STREETS AND LANEWAYS – STRATEGY TO IMPROVE STREETSCAPE AND AMENITY

Prepared By: Michael Gallardo - Civil Works Manager

Authorised By: Ryann Midei - Director Infrastructure

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council called to investigate the general condition of roadways and laneways within Tempe, St Peters and Sydenham.

In response to the resolution, various internal stakeholders were engaged to collaborate on the development of a strategy within Tempe, St Peters and Sydenham, and have recommended a considered action plan. Over a two-year period, enhancements, upgrades and renewals to public infrastructure will take place, adding to works that have been completed in recent years.

BACKGROUND

At the Council meeting held on 5 December 2024, Council resolved:

- 1. That Council undertake an inspection of streets and laneways in Tempe and St Peters to identify issues with potholes and road maintenance, damaged footpaths, street lighting, litter, delayed verge maintenance, damaged Council assets and rubbish bins and other issues.
- 2. That Council brief councillors from the Marrickville-Midjuburi Ward and any other interested councillors on the issues identified, a schedule to undertake works and opportunities to promote Council beautification programs like Perfect Match.
- 3. That Council investigate the serious concerns of residents regarding notification of road and construction works associated with the Bunnings project in Tempe and provide a briefing to Councillors from the Marrickville-Midjuburi Ward and other interested councillors on the issues identified to date around the notification on residents and compliance responses from Council.
- 4. That Council develop a strategy to improve the streetscape and amenity of the Princes Highway in Tempe and St Peters and report back to Council no later than March 2024.
- 5. That Council schedule a future inspection of Sydenham streets and laneways as per point 1 and develop a schedule of works to address any shortfalls.
- 6. That Council investigate putting art decals on bins around Tempe and St Peters and Sydenham, in main street locations as deemed appropriate.

- 7. That Council work with Transport for NSW to investigate putting a Perfect Match artwork on Bedwin Road Bridge, St Peters to address resident concerns about graffiti.
- 8. That Council investigate further opportunities for town centre revitalisation for Tempe, St Peters and Sydenham, in response to resident concerns about perceptions of neglect and that Council officers bring a report back on potential quick wins and some ideas and costings early in 2024.

DISCUSSION

In response to the resolution, various internal stakeholders were engaged to collaborate on the development of a strategy within Tempe, St Peters and Sydenham, and have recommended a considered action plan. Over a two-year period, enhancements and upgrades and renewals to public infrastructure will take place, adding to works that have been completed in recent years.

Key focus items are:

- Asset maintenance of roads, footpaths, stormwater, street furniture, litter and streetscape.
- Asset renewal of roads, footpaths, and stormwater.
- Integrated planning of future projects.
- Town centre revitalisation and identification of opportunities within this area to develop programs such as Perfect Match and bin decals.
- Resolving outstanding matters pertaining to the Bunnings Tempe development

This report responds to Points 1 through 8 of the resolution.

Asset Maintenance

Inspections have been undertaken throughout the St Peters, Sydenham and Tempe areas, to identify issues with roads, footpaths, and various other assets, which has led to some immediate remediation of infrastructure. The focus of these works related to trip hazards, potholes, blocked drains, damaged signage, and street furniture.

As part of Council's maintenance program, staff have attended to 42 work orders, to make this area accessible and safe. In addition to this, attending to 24 reactive maintenance requests from members of the community. It is planned by September 2024, all trip hazards will be removed and all faded line marking of roadways including speed humps, will be corrected.

Planned road and footpath maintenance has been scheduled throughout various streets, with numerous assets being identified for replacement. These scheduled works have commenced along Princes Highway and link into adjacent streets to provide consistent pathways for the community. Within this scope, allowance has been made for additional tree planting and the widening of existing green spaces to increase environmental benefits where possible. These works are scheduled to be completed by August 2024.

In relation to lighting, proactive inspections are scheduled quarterly, and this is in addition to reactive requests that relate to maintenance and cleaning of these assets.

Streetscape Maintenance

Council's streetscape program provides a variety of services and standards across the St Peters, Sydenham and Tempe areas which include:

- Verge mowing of all streets containing grass verges.
- Daily cleaning/sweeping of all main street shopping centers.
- Street cleaning for all streets and lanes without grass verges.

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- High pressure cleaning and landscape maintenance of all main street shopping centres.
- Landscape maintenance (pruning, weeding, mulching and planting) of all verge and traffic island gardens.
- Weed control and eradication

The verge mowing program runs on seasonal frequencies of a summer, 20-working day cycle from October to April and a winter, 40-working day cycle from April to September. The program is currently servicing to the summer standards of a 20-working day cycle.

Council's street cleaning, 40-working day program is currently underway, beginning on February 12, 2024. Upon servicing each location, the team will provide a deep clean of the entire area which consists of litter removal, footpath sweeping, clearing debris and the removal of weeds and overgrown vegetation.

Main streets are serviced daily through the street sweeping program. In addition, a quarterly, high pressure cleaning service is conducted on all Council public assets in the vicinity. These main streets include:

- Tempe Princes Highway from Gannon Street to Union Street
- Sydenham Sydenham Train station to Unwins Bridge and Unwin's Bridge Road from Railway Parade to Belmore Street.

Weed control programs are scheduled on a quarterly service across the local government area. This consists of herbicide applications to exterminate all weeds within the streets and lanes. This is followed with manual removal of weeds and surrounding debris.

A blitz of Tempe, St Peters and Sydenham to clean and enhance the roadways will be undertaken throughout the next 3 months to June 2024. This includes landscaping works to traffic gardens, verge mowing, litter removal, weed removal, mulching, replanting and pruning as required across the areas.

The maintenance along Campbell Street/Road St Peters is currently the responsibility of Transport for NSW. Council continues to advocate for regular maintenance intervention of the roadway and surrounding landscape areas. This led to the area being attended to the week ending 22 December 2024 however the area has again fallen into concern. It is Council's position that TfNSW need to manage a once-a-month mow and replace any plants which have perished. This issue will again be raised at Council's next executive meeting with TfNSW in March 2024.

Asset Renewal

A number of roadways and footpath were identified as requiring intervention. In this regard, the following budget allocations are made to the area over this and next year's capital works program to attend to the area.

FY23/24

Renewal Type	Street	Suburb	Project
			Cost
Local road	Applebee Street	St Peters	\$80,000
Local road	May Street	St Peters	\$300,000
Local road	Talbot Street	Sydenham	\$130,000
Local road	Hilton Avenue	Sydenham	\$15,000
Local road	Park Lane	Sydenham	\$15,000

Local road	Railway Lane	Sydenham	\$15,000
Local road	Reilly Lane	Sydenham	\$15,000
Local road	Rowe Lane	Sydenham	\$25,000
Local road	Stewart Lane	Sydenham	\$20,000
Local road	Barden Street	Tempe	\$125,000
Local road	Griffiths Street	Tempe	\$100,000
Local road	Henry Street	Tempe	\$85,000
Local road	Zuttion Lane	Tempe	\$70,000
Footpath	Griffiths Street	Tempe	\$42,000
Footpath	Hillcrest Street	Tempe	\$20,000
Footpath	Station Street	Tempe	\$66,000
Footpath	View Street	Tempe	\$45,000
Footpath	Wentworth Street	Tempe	\$70,000

FY24/25

Renewal Type	Street	Suburb	Project Cost
Local road	Wright Street	Sydenham	\$45,000
Local road	George Street	Sydenham	\$350,000
Local road	Edgar Lane	Tempe	\$70,000
Regional road	Unwins Bridge Road	Tempe	\$1,130,000
Footpath	Various	St Peters/Tempe/Sydenham	\$800,000

Future projects

Council will be undertaking the Tempe/Sydenham Local Area Traffic Management (LATM) study commencing in FY 24/25. The study area is bound by the T4 train line to the north, Cooks River and Alexandra Canal to the south and west, and Canal Road/Barwon Park Road/Princes Highway to the east (forming the City of Sydney boundary). This area includes the suburb of Tempe as well as Sydenham and St Peters.

Treatments from this study are expected to reduce vehicle speeds, improve pedestrian and cyclist amenity, as well as improving streetscape outcomes. Streetscape outcomes will be improved through use of on-street garden beds and kerb extensions, associated with pedestrian facilities like raised pedestrian crossings.

In addition, Council will be constructing the Mary St to Sydenham Cycleway, linking St Peters and Sydenham Station, and including new kerb and footpath extensions, to be completed by early 2025 at an expected cost of \$1.4 million.

Town Centre Revitalisation

As part of the Mainstreet Revitalisation Program, Council has accepted and will be moving forward with a successful EoI attributed to May Street, St Peters. Staff are actively identifying sites for infrastructure upgrades that would complement recent improvements.

In the interim, verge greening sites have also been identified around May Street and surrounding streets including Council Street and Goodsell Street, St Peters, with the intention of achieving quick wins in this area. These works are due to be delivered under Council's main streets program, with future works currently being investigated as we aim to expand this program within this area.

Bin art installations will continue in this area, as installations have been completed in the Sydenham area. The program has proven costly due to managing vandalism and graffiti. As such, the focus moving forward will be key main streets. In this regard, 5 installations along the Princes Highway between Union and Gannon Street's will be undertaken by mid 2024. Staff are also reviewing potentially locations for fairy lights, in addition to a recent installation at Memory Reserve, Sydenham.

The Perfect Match program brings artists, residents, businesses, property owners and community together to collaboratively create new street artworks in public places. Property owners are invited to find their Perfect Match by nominating their wall to be transformed by an artist. Numerous property owners within this area have already found their Perfect Match and staff are working with the community to enhance and beautify the area. Applications for the current financial year have closed and the next round of Perfect Match will open in FY24/25. A targeted letter box drop will be undertaken for St Peters, Tempe and Sydenham notifying residents and businesses of the program to encourage applications, with a goal of continuing to tackle unwanted tagging and graffiti.

Staff have been liaising with TfNSW to explore artwork options on Bedwin Road Bridge in St Peters, as an initiative to decrease tagging of this asset. A mural may not be appropriate given WHS concerns on a busy road, however alternate possibilities for art will be discussed, whilst maintaining the goal of community beautification.

Bunnings Tempe

Staff have been working closely with residents that live in the vicinity of Bunnings Tempe. When construction commenced, concerns were raised relating to poor overall site management, dust and noise controls, insufficient notice to night works and various other impacts on residents which were of no concern to construction staff.

On several occasions, Council has identified contractors within the site preparing to undertake works without required approvals and to be using Smith Street to park vehicles for prolonged periods.

As a direct result of these matters, Council has designated a single point of contact for residents to resolve further issues and act as a direct liaison between the relevant parties. Council has imposed a temporary residential parking scheme in Smith St, with rangers regularly monitoring and inspecting the area to ensure compliance. This measure has been established to minimise the parking concern for residents within this area. Advice has also been communicated to contractors within the site and they have been made aware that fines will be issued for non-compliances.

Further investigations will be taking place regarding the claims of night works and insufficient notices being provided to surrounding residents. Evidence has and will continue to be collected to these claims and Council will be cooperating with relevant stakeholders to hold contractors accountable.

An action plan has been developed, where staff will continue to liaise with residents to ensure that concerns are effectively managed, whilst achieving resolutions for these matters within the community. Measures are also being implemented to reduce impacts of poor site management and staff are proactively supervising activity at this site to support our community.

The response that we have received from the community to date, has been extremely positive.

It is expected that approaches and actions mentioned in this report will address residents' concerns for the area.



FINANCIAL IMPLICATIONS

The maintenance activities listed in this report will be funded from existing operational budgets.

There are a number of capital projects listed above with financial implications which are noted throughout the report content and funded within existing budget considerations.

ATTACHMENTS

Nil.



Item No: C0324(1) Item 26

Subject: BIENNALE - LOCAL BUSINESSES MEETING OUTCOMES AND PROMOTIONAL PLAN

Prepared By: Vikki Woods - Living Arts Manager

Authorised By: Ruth Callaghan - Director Community

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

At its 13 February Council meeting, Council resolved that a meeting be held with the Balmain-Rozelle Chamber of Commerce to ensure effective promotional opportunities during the Biennale for local business to benefit from increased visitors.

The Biennale of Sydney runs from 9 March – 10 June at White Bay Power Station. It is the first time that White Bay is being activated as a cultural space and this also provides a major opportunity for local community and hospitality businesses to welcome visitors to the Inner West LGA. Council is re-imagining EDGE this year to partner with the Biennale on EDGE White Bay.

Over two weekends of programming on 6-7 April and 27-28 April at White Bay, inner west creatives funded through Council's EDGE program will showcase newly commissioned works. There will also be a talks program curated by Benjamin Law and Yumi Stynes.

The Biennale of Sydney will see up to 850,000 patrons attend White Bay across the three months of programming and presents a great opportunity for locals and visitors to experience performances by local creatives. It also offers an opportunity for local hospitality businesses.

BACKGROUND

At the Council meeting held on 13 February 2024, Council resolved the following:

- 1. That Council urgently convene a meeting of local hospitality businesses and the Balmain-Rozelle Chamber of Commerce and invite Balmain ward councillors to discuss a joint promotional strategy and offerings to attract patrons attending the Biennale to local businesses.
- 2. That Council explore options for providing a free shuttle bus service between the Power Station and Darling St throughout the Biennale program.
- 3. That Council receive a report to the March Council meeting about the outcomes of the meeting with hospitality businesses and detailing a promotional plan to be supported by Council.



4. That Council install signage at prominent locations throughout the local community promoting the Biennale and Council's EDGE activations that are part of the program.

DISCUSSION

Following Council's resolution, the Mayor, Councillors Shetty, Stamolis and council staff attended a meeting on 20 February convened by the Balmain-Rozelle Chamber of Commerce to discuss the Chamber's ideas and intentions for promoting local businesses and attracting visitors during the three month period of the Biennale. This included a proposed free shuttle bus route between the Balmain East Ferry, Darling St and White Bay; an extensive online promotional plan with links to the Chamber's website and QR codes with an online landing page to local businesses; "pop up" stalls for information about local hospitality venues; parking and way finding signage.

At the conclusion of the meeting, it was agreed that the Chamber would refine their proposals and work closely with Council staff to agree on what Council is able to provide. Following detailed discussions with the Chair of the Chamber it has now been agreed that Council will provide the following business focused assistance in addition to the extensive promotion already planned for EDGE White Bay:

- Promotional space on two plinths located at White Bay Power Station and Loyalty Square Balmain for Balmain businesses. A QR code or link will direct people to a holding page on the Chamber's website
- Directional signage 200 x A1 corflutes around the local area
- A financial contribution to the costs associated with creation of the Chamber website page
- A free Council provided shuttle bus between Balmain and White Bay on the two weekends of EDGE activations
- Provide a digital traffic sign on Mullens St, Rozelle directing traffic from White Bay to Darling St

The CEO of the Biennale advises that Transport for NSW is significantly extending its bus service from the city to White Bay for the duration of the Biennale with approximately fifteen extra services per hour. However, the Balmain-Rozelle Chamber of Commerce remains concerned that there is no additional service between East Balmain wharf and the White Bay site. This is a Transport for NSW responsibility and the Director Community has raised the Chamber's concerns with the CEO of Biennale. It is understood that Transport is providing additional services of the 442 and 433 bus routes for the duration of the Biennale and these routes connect the Balmain East Wharf and Darling St with the White Bay Power Station.

In addition to the new initiatives outlined above, there is a comprehensive Council marketing campaign in place for EDGE White Bay including:

- Two plinths advertising the EDGE program will be located at White Bay Power Station and Loyalty Square Balmain.
- Five EDGE Inner West banners will run along Crystal St, Petersham.
- Social media campaign
- External digital marketing campaign
- Print program distributed on site
- Advertisement in the Darling Magazine

In addition to the new initiatives outlined above, the Chamber also has a strong plan in place for tourism and precinct marketing during the three months of the Biennale as follows:

- Darling Magazine 5 page Biennale feature (Digital / Print 30,000)
- Full digital media package secured with Concrete Playground

- Engaged digital influencers to do precinct-wide content on social channels 'A Day out/Night out in Balmain/Rozelle'.
- Enhanced promotion of the existing Heritage Pubs Trail, and establishing a Local Arts Trail.
- A full-page advertisement advertising Balmain Rozelle, plus editorial in the next two editions of the tourism mag SYDNEY magazine. Distribution of 85,000 (port authority/cruises, taxis, airports and hotels). https://issuu.com/bigsplashmedia/docs/sydney_travel_guide_2_issuu
- Website updates with key tourism content eg Best Places to Go, Parks in Balmain Rozelle etc and how to get here. https://www.balmainrozelle.org.au/

FINANCIAL IMPLICATIONS

There are no funds currently allocated in the adopted budget 2023/2024 for the new initiatives agreed with the Balmain-Rozelle Chamber of Commerce. The cost to Council will be approximately \$35,000 and be found from the Community Directorate budget.

ATTACHMENTS

Nil.



Item No: C0324(1) Item 27

Subject: PERFECT MATCH: ABORIGINAL AND TORRES STRAIT ISLANDER PARTICIPATION

Prepared By: Vikki Woods - Living Arts Manager

Authorised By: Ruth Callaghan - Director Community

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

During 2023 and 2024, eight (20%) of Perfect Match artworks have been created by Aboriginal and Torres Strait Islander artists. In addition to the Perfect Match program, Council's Arts and Music Recovery Plan commits Council to work with and commission artwork from Aboriginal and Torres Strait Islander creatives across genres and to build the practical skills and capabilities of Aboriginal creatives so they can advance their work and reach new audiences and funding opportunities.

Collaborations are also currently underway led by Aboriginal people from Boomalli Artists Cooperative to mentor artists to gain the necessary practical skills for large scale arts delivery. This approach is strongly supported by the Aboriginal Advisory Committee, which has regular input into creative initiatives, including commissioning works and EOI's.

Council staff were not able to consult with members of the Aboriginal Advisory Committee about the suggestion to set a target for Perfect Match as the Committee has not met since Council's resolution. However, consultations have been held with the Aboriginal Cultural Advisor, Boomalli and local Aboriginal and Torres Strait artists, all of whom support the current approach – which does not include a target.

Council will continue to remove barriers to participation and promote inclusion and selfdetermination to create more pathways for Aboriginal and Torres Strait Islander creatives. This is in keeping with the self determination approach being implemented through the *National Cultural Policy* – *Revive*. The first (and one of five) central pillars of the policy is "First Nations First". This pillar, developed in consultation with first nations peoples is based on the premise of self-determination rather than targets.

Inner West Council's approach is to preference Aboriginal and Torres Strait Islander creatives and work in partnership with artists and their representative organisations like Boomalli to promote and deliver first nations led projects and activations across all art forms, including Perfect Match.

BACKGROUND

At the Council meeting held on 5 December 2023 resolved the following:

- 1. That Council investigate setting a target to engage artists contracted under the Perfect Match program who identify as Aboriginal and Torres Strait Islander.
- 2. That Council consult with the Aboriginal and Torres Strait Islander Advisory Committee and local Aboriginal and Torres Strait Islander artists on the proposal of a target.
- 3. That Council ask Officers to report back on this consultation by March 2024 and if supported by the Aboriginal and Torres Strait Islander Advisory Committee, include recommendations for a realistic, meaningful target.

DISCUSSION

Council staff were not able to consult with members of the Aboriginal Advisory Committee about the suggestion to set a target for Perfect Match as the Committee has not met since Council's resolution. However, consultations have been held with the Aboriginal Cultural Advisor, Boomalli and local Aboriginal and Torres Strait artists, all of whom support the current approach – which does not include a target. Council is committed to increasing Aboriginal and Torres Strait Islander participation in the Perfect Match program and all Aboriginal and Torres Strait Islander artists who have applied to the program have been given priority selection.

To date, 20% of Perfect Match artworks have been created by Aboriginal and Torres Strait Islander people. All Aboriginal and Torres Strait Islander artists who applied for the 2022/23 Perfect Match round were selected and four artworks were completed in 2023 with four more to be delivered in 2024 (two from the Perfect Match process and an additional two through engagement and partnership with Boomalli Artists Cooperative).

In addition to the Perfect Match program, Council's Arts and Music Recovery Plan commits to work with and commission artwork from Aboriginal and Torres Strait Islander creatives across genres and to build the practical skills and capabilities of Aboriginal creatives so they can advance their work to reach new audiences and funding opportunities. For example, three of the 11 major site-specific artworks for the Greenway involve Aboriginal artists. All three of the Aboriginal Survival Memorials are conceived, designed and installed by Aboriginal creatives and include people involved in stonemasonry and landscaping from Aboriginal companies.

Contemporary policy and practice are to promote skill development and creativity driven by Aboriginal and Torres Strait Islander peoples themselves rather than setting targets to be met. Council staff routinely work with Boomalli to create opportunities for Aboriginal and Torres Strait Islander artists who may have found the Council's application process a barrier.

Council will continue to remove barriers to participation and actively promote inclusion and self determination to create more pathways for Aboriginal and Torres Strait Islander creatives. This approach is in keeping with the self-determination policy set by Aboriginal creatives and being implemented through the *National Cultural Policy – Revive*. The first (and one of five) central pillars of the policy is "First Nations First".

As Revive puts it "[S]elf determination is important – it means supporting First Nations companies and artists to tell First Nations stories. First Nations programs must be designed by and with First Nations peoples and organisations." (Page 22) In addition, it is also noted that, "Autonomy and increased investment will support more First Nations-led companies and independent artists at all stages of their careers to advance agency, financial and creative autonomy..." (page 23).



Council is committed to self-determination in working with Aboriginal and Torres Strait Islander creatives and will continue to monitor, report on and evaluate their inclusion in Perfect Match as well as other creative programs and events funded and promoted by Council. This approach has been strongly supported by the Aboriginal Advisory Committee to date, which has regular input into creative initiatives, including commissioning works and EOI's.

FINANCIAL IMPLICATIONS

All the initiatives referred to in this report are funded through Council's adopted budget for 2023/24.

ATTACHMENTS

Nil.



Item No:C0324(1) Item 28Subject:ARTS AND MUSIC RECOVERY PLAN BI-MONTHLY UPDATEPrepared By:Vikki Woods - Living Arts ManagerAuthorised By:Ruth Callaghan - Director Community

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

3: Creative communities and a strong economy

EXECUTIVE SUMMARY

This bi-monthly update provides an overview of the implementation of initiatives set out in the Arts and Music Recovery Plan since the report was endorsed by Council in May 2023.

BACKGROUND

This report covers the period of December 2023 – January 2024. All initiatives in the Arts and Music Recovery Plan are on track. Highlights this reporting period include:

- A partnership with Boomalli Aboriginal Artists Cooperative to build the capacity and mentor emerging Aboriginal and Torres Strait Islander artists. Workshops were held in December 2023
- the launch of Perfect Match audio descriptions, with over 100 "listens " to date
- Commissions worth more than \$500,000 awarded to 7 local artists to produce new site specific public art works for the Greenway project.

DISCUSSION

All initiatives in the Arts and Music Recovery Plan are on track and progressing well. Specific initiatives underway in the last two months include:

Focus on development and practice of Aboriginal artists and creatives: Council is collaborating with Boomalli Aboriginal Artists Co-Operative to provide mentoring and training to emerging artists by partnering them with an established artist. Funding was provided for Boomalli to deliver workshops in December 2023 and the skills learned will provide emerging artists with inspiration for Boomalli's upcoming Mardi Gras Exhibition. The exhibition titled "My Sovereign Black Body" will open at Boomalli in February, with the exhibition and workshops curated by Steven Ross.

Shortlisting is underway for an identified Aboriginal and Torres Strait Islander artwork at the Gadigal Reserve Nature Play site on the Greenway. This Aboriginal led procurement is championing Indigenous Cultural Intellectual Property (ICIP) and local cultural connection. The selected artist will have a close connection to the Inner West Aboriginal community and the artwork will celebrate culture, vitality and knowledge in a cutting-edge play space.



Opportunities for creatives: Seven artists have been awarded individual commissions for new pieces of site-specific public art along the GreenWay. In total, over \$500,000 of Council and State government funding is being allocated. These artists are being granted the opportunity to expand their creative practices in new ways, by exploring site specificity and embedding themselves in the local community.

Fifty inner west creatives applied for EDGE Inner West and 9 artists/artist collectives were awarded a commission as part of the Expression of Interest Process. These successful creatives will activate White Bay Power Station as part of Council's collaboration with the Sydney Biennale and takeover Petersham Town Hall for a weekend, bringing life to one of Council's spaces.

Perfect Match Audio Descriptions: The roll out of the first Perfect Match audio descriptions was launched on social media with a campaign including accessible videos to inform the community of this new initiative. To date, there have been over 100 listens.

Creative Use of Council Venues: Creative activations with fully subsidised space were delivered across Ashfield, Leichhardt, Balmain, Marrickville, Petersham, St Peters and Annandale Town Halls. The experience of Pilot Program participants will inform development of a framework for creative use of Council spaces, including town halls.

It is anticipated that the Framework will be developed for approval by Council in the 1st half of 2024. In the meantime, creatives will continue to be offered discounted rates for access to spaces and will be able to access the Not for Profit rate of 50% until the new framework (including any relevant fees) is endorsed.

In total over the eight months of the pilot program, Town Halls have been activated by local creatives for approximately 2817 hours. A breakdown of venue usage is below:

Venue	Hours of Use (approx.)
Marrickville Town Hall	2173
St Peters Town Hall	17
Balmain Town Hall	93
Annandale Community Centre	17
Ashfield Town Hall	228
Petersham Town Hall	200
Leichhardt Town Hall	89

Council Events: On 18 November, Inner West Council partnered with the community to present Stanmore Music Festival, held in honor of the late Richard Gill AO. Sixty one (61) community and professional musical groups featuring more than 400 musicians brought the streets of Stanmore alive with music, featuring a majority local creative program. Culture Counts surveys from this event reported that 94% of respondents agreed with the statement "it made me feel proud of my local area" and 90% of respondents agreed with the statement that "the program moved and inspired me".

FINANCIAL IMPLICATIONS

All the initiatives in this report have been funded through the adopted budget for 2023/2024.

ATTACHMENTS

Nil.



Item No:C0324(1) Item 29Subject:RECONCILIATION ACTION PLAN QUARTERLY UPDATEPrepared By:Simon Watts - Social and Cultural Planning ManagerAuthorised By:Ruth Callaghan - Director Community

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

Highlights this quarter include:

- Aboriginal Survival Memorial in Yeo Park nearing completion and contract entered for second Memorial in Illoura Reserve in Balmain.
- Significant remediation planning underway for the old Jets building for the Aboriginal Community Hub in Tempe Reserve.

BACKGROUND

Significant progress has been made on the implementation of the Reconciliation Action Plan. The first Aboriginal Survival Memorial is nearing completion in Yeo Park and is expected to be launched and dedicated in late March 2024. Council has entered a contract for the creation of the second Survival Memorial in Yeo Park by an Aboriginal artist.

DISCUSSION

Quarterly achievements under the Innovate Reconciliation Action Plan include:

- 1. Aboriginal and Torres Strait Islander Community Hub: Intensive work between Council and the architect on remediation planning and scoping the design of the Community Hub in Tempe Reserve. A building survey, engineering condition report, and building and roof inspections are underway.
- 2. Aboriginal Survival Memorials:
 - The Aboriginal Survival Memorial in Yeo Park is scheduled for completion in early March, with a dedication and launch planned for late March (depending on weather)
 - Community engagement for second Aboriginal Survival Memorial in Illoura Reserve is planned for early April
 - Resources have been identified for the third Memorial in Kendrick Park Tempe and this project will proceed in 2025.
- 3. Engagement on Closing the Gap outcomes with Sydney Local Health District continues in Aboriginal health, health education and wellbeing. The Aboriginal Cultural Advisor regularly attends consultations with Community and Health staff.
- 4. Collaboration on the March 2024 Wurridjal (Mullet) Festival with the Cooks River Alliance is underway

- Council Meeting 5 March 2024
- 5. Major research on Aboriginal cultural heritage is complete
- 6. Perfect Match projects by Aboriginal and Torres Strait Islander artists recently completed include:
 - David Cragg at 260 Unwins Bridge Rd, Sydenham
 - Maddison Gibbs at 26 Liberty St, Enmore
 - Zachary Bennett-Brook (in collaboration with local artist Alex Bebbington): 69 Palace St, Petersham
 - Noni Cragg: 93 Lennox St, Newtown
 - Kyra Kum-Sing: 229 Denison St, Newtown
 - Joanne Cassidy (in collaboration with local artist Phibbs): Amenities Block, Tempe Recreation Reserve
 - Lucy Simpson (designer) and Meg Minkley (painter): 2 Victoria St, Lewisham
 - Noni Cragg and David Cragg (sister and brother collaboration): Sydney Community College, 2a Gordon St, Rozelle
- 7. Hanging of Aboriginal language maps & Uluru Statement's has commenced including at:
 - Annadale Community Centre
 - Jimmy Little Community Centre
 - Service Centers Ashfield & Leichhardt
- 8. Induction of all new Council staff includes an information session regarding the Aboriginal & Torres Strait Islander peoples of the Inner West 4 times per year
- 9. Welcome & Acknowledgement to Country Staff Guide updated
- 10. Aboriginal Cultural Advisor and Social and Cultural Planning Manager attended Reconciliation Australia conference to showcase Reconciliation Action Plan progress in February 2024.

FINANCIAL IMPLICATIONS

All initiatives in the RAP are included in Council's adopted budget for 2023/24.

ATTACHMENTS

Nil.



Item No: C0324(1) Item 30

Subject: CUSTOMER SERVICE IN DEVELOPMENT ASSESSMENTS - BI-MONTHLY REPORT

Prepared By: Rachel Josey - Operations and Special Projects Manager

Authorised By: Simone Plummer - Director Planning

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

5: Progressive, responsive and effective civic leadership

EXECUTIVE SUMMARY

The Development Assessment Teams have developed a series of Key Performance Indicators that are reportable across key milestones in the assessment process. Success against these KPIs demonstrates a positive change in customer service.

Further to this, following a face to face engagement with industry professionals via a workshop in April 2023 a number of short, medium and long term actions were also identified that have been developed into an action plan and updates against these is also included in this report.

A further workshop with industry professionals focusing on improving the heritage assessment process was held on 28 November 2023. Feedback obtained at this workshop is provided in this report and has also been included in the revised Action Plan.

BACKGROUND

At the Council Meeting held on 9 May 2023, Council resolved the following:

- 1. That Council table a report at the June Ordinary Council meeting with a summary of the feedback received during the Planning Industry Professionals workshop. The report should include the following:
 - a) A catalogue of short, medium and long term service improvements that can be implemented to address the concerns and recommendations of the architectural and town planning sector; and
 - b) Key performance indicators and measurable data that can be used to identify how the organisation is performing in customer service and efficiency within development assessment
- 2. Receive a bimonthly report, tabled at an Ordinary Council meeting, monitoring improvement in customer service within the development assessment system, based of the aforementioned key performance indicators and measurable data.
- 3. Hold a further workshop inviting planning industry professional who work within the Inner West to specifically discuss how the heritage assessment processes can be improved.

4. Undertake an expression of interest process to identify architects and town planners with deep experience in the Inner West who can contribute their expertise to the development of the new Local Environment Plan and Development Control Plan.

This report addresses item 2 & 3 of the above resolution.

At the Council Meeting held on 5 December, Council resolved the following:

- 1. That Council receive and note the report.
- 2. That Council staff table a report at the February 2024 Ordinary Council meeting with a summary of the feedback received during the Planning Industry Professionals heritage assessment workshop.

This report addresses item 2 of the above resolution.

DISCUSSION

In response to the Council resolution of May 2023 three reports have been tabled to date, an initial report was considered at the Council meeting held on 8 August 2023, a subsequent bimonthly report at the 10 October and 5 December 2023.

Council officers continue to work towards achieving the service improvements outlined in the Customer Service in Development Service – Action Plan. The action plan with comments as at February 2024 is attached.

Performance against the KPI's for the 2023-2024 financial year to date is outlined in the below table:

Key Process Steps	Customer Experience KPI	Data collection to report against KPI	Financial Year 23/24 Jul to Jan
Pre DA Minutes	Letter sent within 10 days of meeting	System configuration to report on this is underway	-
Submit DA on Planning Portal to Lodgement in T1	100% Within 10 days (Maintain current average of 7.5 calendar days)	Reporting available	80% within 10 days Average 7 days *The above figure includes the time waiting for additional information for applications where requested by Council.
Call Applicant and/or Property Owner to advise responsible officer for the DA	100% Within 10 days of allocation. Introduction, explain process, answer questions and case manage the process	This practice has been implemented and is the subject of individual staff 1:1 with their team leader– a reporting tool is being investigated	
Neighbour Notification posted	100% Within 7 days following payment of all fees	Configuration changes as part of the DA Process Improvement and technology configuration changes	70% within 14 days 24% within 10 days 13% within 7 days

Internal referrals obtained	80% response within 14 days	to amend the DA process to enable the KPI to be achieved (March 2024) New dashboard has been rolled out – reporting is now available	73% within 26 days 52% within 14 days
Site inspection	100% inspections are recorded on the council record. Site inspections are a legislative requirement, (exceptions are modifications or following a pre-DA as a site visit has already been conducted) – so site inspections are occurring.	Improved data collection and reporting is in development – system configuration required	Site inspections occur 100% of the time however 76% recorded in system Technology solution – March 2024 (pending upgrade)
Acknowledgment of receipt of submissions	100% of submissions received are acknowledged in writing Current process exists - automated	Completed	Automated response - 100% of submissions acknowledged
Automation of progress update of significant milestones	Change in assessment officer (within 5 days)	This is currently occurring however there are no reporting mechanisms and is reliant on manual advice by new officer or Team Leader	Automation of this step is a new project not yet commenced
	Following the outcome of the acceleration panel (within 5 days)	A new step – not automated – reliant on manual advice by assessment officer	Automation of this step is a new project not yet commenced
	Upon completion of a reassessment of amended plans (within 5 days)	A new step – not automated – reliant on manual advice by assessment officer	Automation of this step is a new project not yet commenced
	Application exceeds 85 days (within 5 days)	A new step – not automated – reliant on manual advice by assessment officer	Automation of this step is a new project not yet commenced
Determination	Median within 85 days	Based on current KPI	84 days

Heritage Workshop

On 28 November 2023 a workshop was held with 67 industry professionals invited to participate on the topic of 'improving the heritage assessment process'. In attendance were two Councillors, the General Manager, Director Planning, Acting Senior Manager Planning, Development Assessment Managers and a number of other staff to assist in facilitating the workshop. A total of 49 industry professionals attended. The workshop consistent of a presentation by staff and round table and group session facilitated by an external industry

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professional, Diane Jones. A copy of the presentation as well as a summary of the feedback received is attached.

The feedback has been categorised to assist in grouping key themes into the table below. This table also identifies an initial high level response to the feedback to assist in working towards service improvements

Category	Potential service improvements
Advice (inconsistent/not useful)	Attendance of heritage specialists at meetings where further clarification is required.
	New DCP to provide clear and concise controls.
	Review of Pre-DA service
	Greater internal team collaboration and internal workshops/guidelines on format of advice
CDC	New DCP to have consideration for what can be done via a Complying Development Certificate
Clarity	New DCP with clear and concise controls to provide clarity on what can be supported and in particular in Heritage Conservation Areas (HCA)
Comment on control	A matter for the new DCP which will be the subject of community consultation.
Communication	As part of Council's 'Customer Service in Development Assessment – Action Plan' there is a greater focus on communication. The matters raised under this category would be addressed under the improvements already underway and planned.
Court	Regular discussions between Council's legal services and development assessment sections has commenced and will continue. Furthermore, the external service review currently underway will look at these matters.
Customer service / work culture	Many comments in this category related to the desire for more collaborative and on-going discussions. Many of these requests may be addressed by the 'Customer Service in Development Assessment – Action Plan' where as many of them are possible they would have significant impacts on timing of applications as well as resources.
DCP	New DCP with clear and concise controls and in particular objectives. Provide greater opportunity for discussions between
	staff and applicants to establish where a design may not meet strict compliance with the control but meet the

	objectives of the control and can be supported.
Experience from other councils	These comments generally relate to resourcing as well as the service provided by the City of Sydney.
Fees	As part of the Pre-DA review the cost of the service will also be reviewed.
Flexibility	As per DCP comments
Heritage team	Many comments relate to resources in the heritage team or have been addressed above.
Information	Request for greater information in inventory sheets – this is a project that would provide greater clarity for applicants on the importance of heritage items however would require budget allocation given the scale and costs involved.
	Providing referrals via Council's web page is constrained by technology and would have a significant impact on resources to manually make these available. Furthermore the provision of referrals prior to any formal correspondence is likely to cause confusion for many stakeholders and the demand on resources outweighs any positive impacts.
Outcome	Comments relate to wanting a good outcome and not on the timing of the determination. Addressing this comment would have impacts on Council achieving KPI's on the determination of development applications set in the operation plan.
Process	These comments relate to the Pre-DA process and are likely to be addressed as part of the Pre-DA review.
Rules	A matter for the new DCP which will be the subject of community consultation.
Staff resources	These comments recommend additional staff resourcing for the heritage team.
Suggestion	The suggestions made will feed into the Pre-DA review that is proposed as well as the drafting of the DCP or have been addressed elsewhere.
Timeframe	These comments relate to GIPA applications, unrealistic timeframes when Council ask for additional information and concerns that the process takes too long. Some of these comments are in conflict as whilst they are seeking more time to prepare amended plans, they also want the end to end process to be shorter. Extending the timeframe to provide additional information would inadvertently result in longer time frames for the determination of applications unless there was a increase/improvement to Council's resources (both



technical and staff).

Next Steps

Following the categorising and summarising of the feedback as above, next steps will include:

- Analysis and identification of additional opportunities (acknowledging work underway via the Customer Service in Development Assessments Action Plan) and incorporation of these into the DA improvement roadmap.
- Scope out technical improvements with particular regard to the Pre-DA meeting;
- Review of the Pre-DA service;
- Continue to provide feedback and assist in the progress of the new Development Control Plan (DCP).

FINANCIAL IMPLICATIONS

Deliverables listed in the action plan either have nil financial implications, have been budgeted for or are the subject of grants received from the Department of Planning. Matters raised in 'next steps' have not been comprehensively scoped. Once this has been undertaken and a project plan developed the financial implications will be included.

ATTACHMENTS

- **1.** Workshop Presentation Improving the Heritage Assessment Process
- **2.** Heritage Workshop Feedback 28 November 2023
- 3. Ustomer Service in Development Assessments Action Plan Feb 2024





Improving the Heritage Assessment Process

Acknowledgment of Country

We acknowledge the Gadigal and Wangal peoples of the Eora nation who are the traditional custodians of this land

We also pay respect to Aboriginal Elders, past and present, and acknowledge their young people who will be our future leaders



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Housekeeping

- 1. Afternoon tea please help yourself
- 2. Keep an open mind
- 3. Treat each other with respect
- 4. Listen carefully whilst someone is speaking and don't speak over anyone
- 5. Let the facilitator lead the discussion



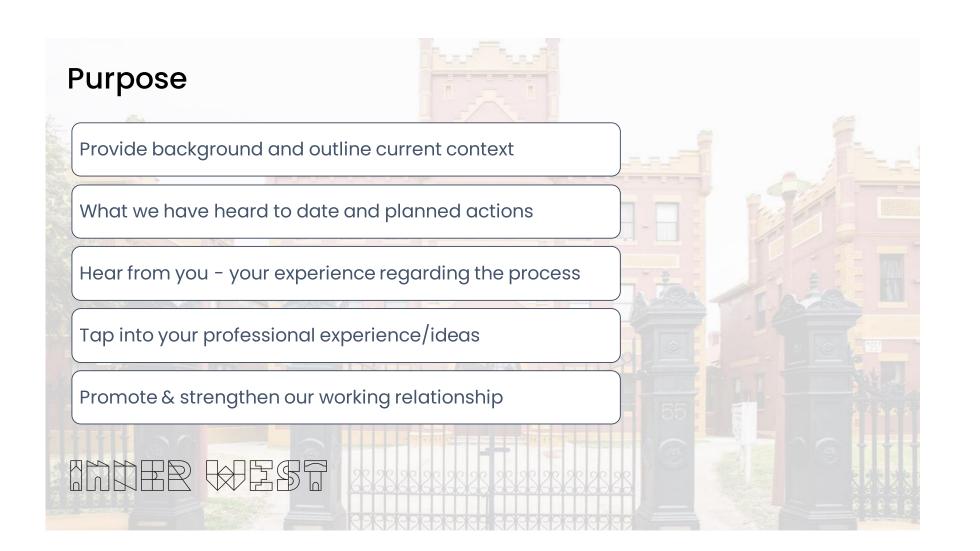
Agenda

- Purpose
- Background & Context
- 3 Discussion & Feedback
- A Next Steps



Attachment 1





Attachment



Background & Context

- April 2023 Held an Industry Professional Workshop
- May 2023 Mayoral Minute Council resolved
 - Provide short, medium long term service improvements; key performance indicators
 - Council receive a bimonthly report, monitoring improvements in customer service within the development assessment;
 - to hold a further workshop inviting planning industry professional who work within the Inner West to specifically discuss how the heritage assessment process can be improved.
 - Council undertake an expression of interest process to identify architects and town planners with deep experience in the Inner West who can contribute their expertise to the development of the new Local Environment Plan and Development Control Plan.
 - EOI early 2024 ie February Inner West Council web page & email



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Background & Context

August 2023

- Report to Council with a summary of the feedback from Planning Industry workshop
- Council resolved to undertake an external review of planning and compliance customer service which is to commence in 2023

October 2023 – Development Assessment Customer Service Action Plan reported to Council

November 2023 – Heritage Industry Workshop

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Heritage in the Inner West

- Heritage items
 - 1,782 local items
 - 88 state listed items
- 107 Heritage Conservation Areas
- 40 archaeological sites
- Approximately 42% of the Inner West Council area have heritage affectations
- The Inner West has the second highest number of heritage items in NSW (after the City of Sydney)





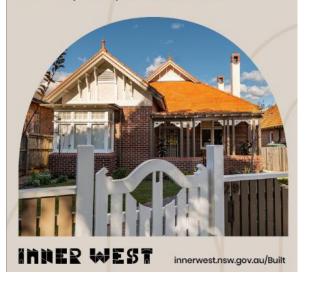
Built Environment Awards

- Celebrate the positive built outcomes in the Inner
 West
- Many of the photos in this presentation are from finalists in the Built Environment Awards
- Any projects that have been built in the last 3 years in the Inner West that have a positive built heritage outcome can apply
- Submissions open in April



Built Environment Awards

Marrickville Medal for Conservation Entries Open 1 April - 30 June 2023



Built Environment Awards - 2023



Winner – Marrickville Medal 59a Reynolds Street, Balmain Designer – SAHA





Commendation for sustainability 26 Silver Street, St Peters Designer - Sarah Aubrey

Built Environment Awards - 2023



Commendation for Maintenance, Restoration & Reconstruction

55 Livingstone Road, Petersham

Designer – Peter Phillips of Orwell and Peter Phillips Architects



Commendation for Interpretive Adaptation

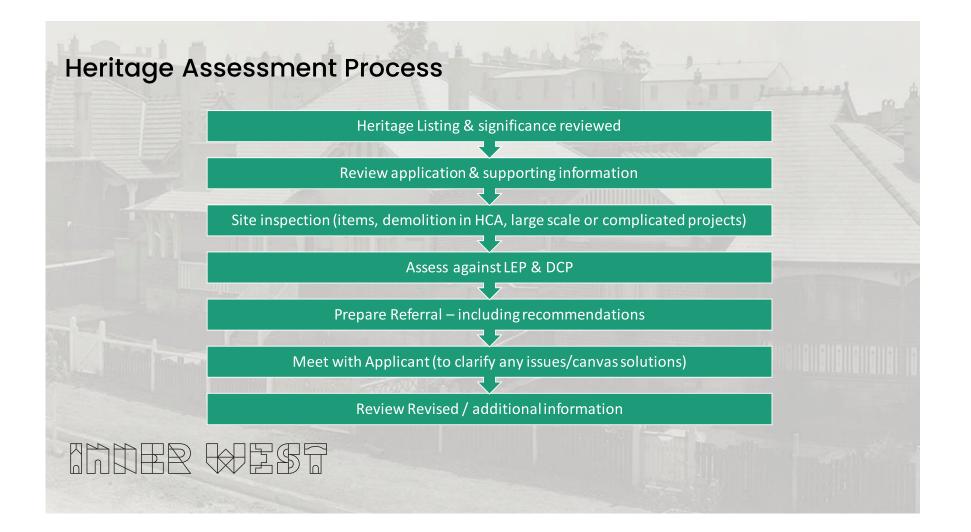
16 River Street, Birchgrove

Designer – Studio Prineas & Eva-Marie Prineas Commendation for Reconstruction and Adaptive Reuse

27 Kintore Street, Dulwich Hill

Designer – Carter Williamson Architects





Feedback from April 2023 Workshop - Heritage Assessment Process

- Option to have heritage specialists at Pre-DA meetings
 Implemented
- Critical to have access to heritage officers during DA Process
 Greater availability to applicants implemented
- Heritage and other issues raised in assessment often in conflict Increased collaboration amongst specialists
- Don't want heritage referrals to quote DCP guidelines Justification and explanation
- Want a longer timeframe for development within HCAs 21 days is inadequate Acknowledge challenge between timeframe for determination verses additional information



Other actions

Implemented

- Phone contact group available in the absence of a planner administrative matters
- Simplified application form
- e-planning team Consistent lodgement information and ensuring 'assessment ready'
- Updates to web page
- Submissions/Objections can be requested using online system

Other actions

On-going/Underway

- Drafted revised delegations for Local Planning Panel
- On-going professional development
- Enhancements to Council's system to enable efficiencies
- Regular collaboration with legal team

Attachment

Discussion & Feedback



Diane Jones - Facilitor

Diane is a registered Architect in New South Wales, Queensland and Western Australia, Adjunct Professor at the University of New South Wales, Australia; co-convenor of the Court of the Future (research) international network. She was appointed Executive Director in 2014 of PTW Architect. She is a panel member of the State Design Review Panel and Inner West Design Excellence & Review Panel



Discussion Topics

Pre-Development Application Service

• How could the Pre-DA process be best structured where heritage is a key issue?

Development Assessment Service

- How do you think the heritage assessment process could be structured to achieve quality heritage outcomes in development assessments:
 - communication
 - customer experience
 - Time?

Heritage Controls

• Identify one or two of the current controls that interest you the most and the reasons why?

Attachment 1

Next Steps



Next Steps

- Provide feedback to relevant staff across Council
- Report feedback to Council Meeting ETA Feb 2024
- Review feedback and identify improvements in the process
- Continue the open dialogue and discussion
- Survey of this workshop

Further Thoughts? More feedback?



Thank You for your attendance and contribution



Item 30

Heritage Workshop Feedback - 28 November 2023		
Pre-Development Assessments	Category	Source
Site inspections needed - get more useful / productive advice	Process	Workshop notes
Slow process	Process	Workshop notes
Council invites applicants to come in - most of the homework has been done and it's too late	Process	Workshop notes
Process adds time and costs while the feedback is cut paste regurgitation of often subjective controls which do not relate to the specific conditions of the site and context.	Process	Additional notes received
A clearer understanding of who is required at PREDA level	Process	Survey



Heritage Workshop Feedback - 28 November 2023		
Development Assessments Category S		
Need more resources	Staff resources	Workshop notes
Council has to allocate more resources to deal with these Das	Staff resources	Workshop notes
Increased resourcing at Council	Staff resources	Survey

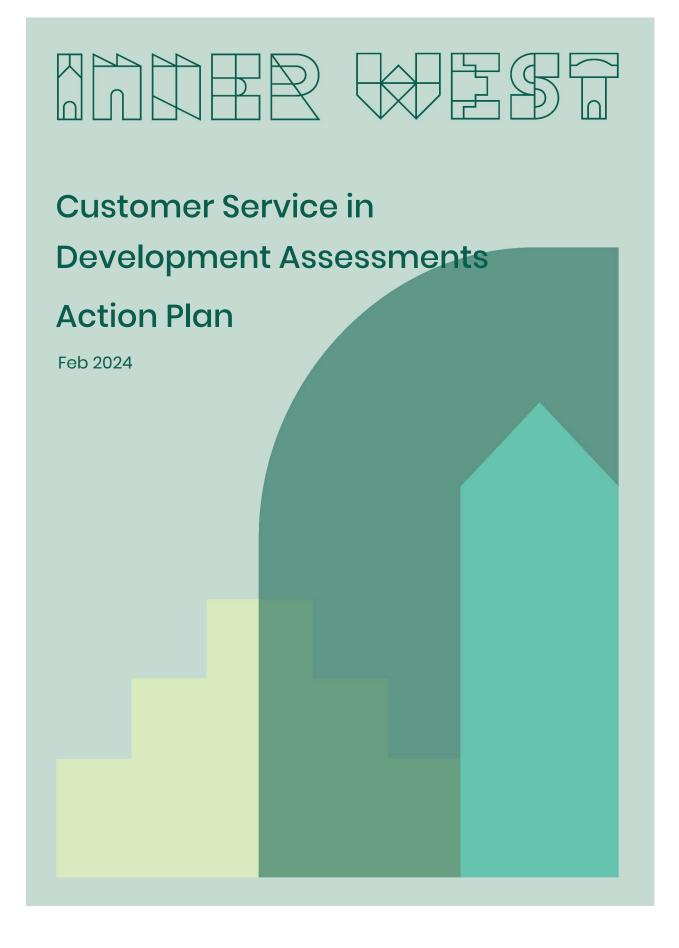
Item 30



Item 30

Heritage Workshop Feedback - 28 November 2023			
Heritage Controls	Category	Source	
Pavilion/Lean-to/ Wing is outdated	Comment on control	Workshop notes	
Retain original roof form, challenging and inconsistency applied	Comment on control	Workshop notes	
SOS is for the HCA, not for the building	Comment on control	Workshop notes	
Colours, horizontal cladding, not visible from street so why care?	Comment on control	Workshop notes	
Do not want colorbond	Comment on control	Workshop notes	
Period houses – seeing from street, bigger box at back, use of rear roof plane	Comment on control	Workshop notes	
Skylights should be allowed if not or marginally visible	Comment on control	Workshop notes	
Why is there so much objection to roof skylights	Comment on control	Workshop notes	

Questions	Multiple choice	No. of answers
	Too long	0
How did you find the length of time for the workshop (2hrs)	about right	38
	too short	3
	Yearly	13
Understanding that changes to Heritage assessment in the Application process could take some time to become effective or observable - how often should we	Six monthly	23
hold an Industry Professional Workshop?	Quarterly	4
	Other	0
	Strongly agree	16
The Workshop was focussed towards improving Heritage Assessment within our	Agree	24
pplication process and understanding from Industry Professionals what could be	Neither agree or disagree	0
improved, do you think this focus was clear?	Disagree	1
	Strongly disagree	1
	Very good	14
	Good	24
Overall, how would you rate the Workshop?	Okay	2
	Poor	0
	Very poor	0



Short Term / Immediate & Underway

ltem	Deliverable	Previous Comments	Update Jan 2024
S1	Emphasise as a culture and / or protocol that:	This has been implemented and is ongoing.	On-going
	- Phone calls are returned same or next working day	Both prompt return of phone calls and face to face meetings with applicants are a topic of discussion at team and small group meetings and Team Leaders	
	- Meetings with applicants are a normal and essential component of the assessment process	take an active role in managing this through 1:1 meetings.	
S2	Investigate the ability for the phone number display for Planners rather than displaying as private number to ensure customers know the origin of the call (work with ICT)	Completed This was separately rolled out mid year by the organisation as a Technology project.	Completed
S3	Introduction of a phone contact (hunt) group available to provide general information about the application process in the absence of the Planner	 Partial implementation includes: Escalation of DA enquiry Duty / e-Planner enquiry Contribution calculation and invoicing Assessment officer phone contact (hunt) groups are being rolled out next (October 2023) in conjunction with specific training in customer service and resolution for staff in the hunt group. 	Assessment Officer phone contact (hunt) groups was rolled out in Dec 2023 as well as training in customer service for staff in the hunt group.
S4	Simplify Application form – regarding owner's consent and applicant declaration form	Completed July 2023	Completed

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ltem

		Application form has been reviewed to include	
		owners consent and declaration to remove	
		duplication in information requirements between the	
		NSW Planning Portal and Council's. The updated	
		form is now in use and on Council's web page.	
S5	Provision of greater information to customers	Completed	On-going
	at lodgement in terms of process and		
	expectations. (e-Planning Team)	The e-Planning Team was finalised March 2023 and	
		is a new specialist team that manages the front end	
		of the application process. There is now greater	
		consistency and more time provided explaining the	
		processes, information and lodgement requirements	
		to applicants and residents.	
		Lodgement checklist & requirements have been	
		reviewed in conjunction with internal specialists and	
		updated.	
S6	Formalise and promote the opportunity for	Completed	On-going
	Applicants to request copies of submissions		
	via a 'customer request', without the	A new process via the Council webpage and form	
	requirement for a GIPA application	enables applicants to request a copy of submissions	
		relevant to their application. These are satisfied	
		within one or two days.	
S7	Co-locate heritage and urban design team	A seating plan is under consideration although the	Relocation completed Feb 2024. The
	with the wider DA team to improve	team have not yet relocated.	heritage & urban design team are
	communication within the department to		now located within closer proximity
	ensure greater consistency and support a	While relocation remains the goal a sustained effort	to the DA team.
	collaborative approach	around information sharing continues to be made	
		including attendance at meetings by heritage	
		officers and both formal and informal discussions	
		between the heritage officer and the assessment	
		officer.	

S8	Host an Industry Professional Workshop in relation to heritage assessment	5	Held 28 November 2023 – See March 2024 Council report for details
	relation to heritage assessment		

Medium Term

M1	Review Delegations to the Inner West Local Planning Panel (IWLPP) to reduce the number of applications reported to the IWLPP (Report to IWLPP)		Completed February 2024. Revised delegations were adopted by the IWLPP at its February meeting in line with the <u>officer's report</u> .
M2	Develop and provide training for all staff on a range of strategies to deliver an improved customer service within the development assessment context (knowledge and skill)	Commenced and continuing Skills Training by both external providers and internal skilled mentors have commenced (Assessment / Legal / Writing Skills / Verbal Communication) Customer Service Workshops Ongoing collaboration with the Customer Service & Transformation Team to develop and deliver customer service training in the DA context is underway.	Commenced and continuing Skills workshops in heritage, legal and customer service held in 2023. On-going skills calendar for 2024 currently being developed.
M3	Investigate an automated response to applicant & owner when key assessment milestones are reached (Tech 1)	This is a technology project currently underway with a planned delivery early 2024	On schedule

M4	Increase and formalise the availability of		On-going
	specialists to attend meetings in relation to	negotiated with internal specialists for referrals and	
	applications, PDAs included. (SLA with other	this now forms a KPI for each specialist team.	Development Assessment staff
	teams and manage resources)		continue to meet with specialists and
		Internal specialists are available to attend:	identify opportunities efficiencies.
		 Pre-Development Meetings 	
		- Joint Site Inspections	
		- Issues meetings	
		Identify technical opportunities/process to efficiently	
		facilitate where, when and who's attendance is	
		required.	
		Regular senior leadership catch ups scheduled on	
		3mthly basis or more frequently as required for a	
		health check on the process and discussion around	
		resourcing. One such "catch up" held to date.	
M5	Investigate tools to enhance consistency of	Implemented and ongoing	On-going
	decision making between assessment teams		
		Tools such as internal panels (weekly and monthly to	
		review pre-determined categories of application	
		types) assist as does more open information sharing	
		between teams.	
M6	Enhance records management, supported by	Underway	On schedule
	better tools to document communications		
	with stakeholders	This is a technology project for delivery Feb 2024	
M7	Review both information and the manner it is	Underway	Completed
	provided to local business		
		Development of a business web page on whether	Development of a business web page
		consent is required and a 'how to' guide is under	on whether consent is required and a
		development for delivery March 2024	'how to' guide was completed in Nov
			2023 and is live.

M8	Promote greater engagement between the Development Assessment Team and Legal Team to be aware and understand outcomes and how these inform future applications	Occurring Regular meetings between DA and Legal Teams to share knowledge about outcomes from Land and Environment Court. Technical solutions for DA legal process to share and capture data under investigation.	Occurring
		Training for planners in legal appeals process ongoing.	
M9	Promote greater internal dialogue between the Development Assessment Team and other specialist Teams, including Building Certification in relation to issuing of Building Information Certificates (BICs).	Commenced and ongoing	On-going
МІО	Promote staff professional development	Commenced and ongoing Staff training programs form an element in the annual appraisal system All leaders have successfully completed the Authentic Leadership program. Career progression plan from student through to senior planners is underway with 2 x student planners already progressed to assessment planners. Continue to locate training opportunities for all staff.	On-going An additional e-planning student has progressed into an assessment team

M11	Embed a culture of staff mentoring for both	Commenced and ongoing	On-going		
	junior staff and those recently recruited to IWC				
		Knowledge sharing, internal training, onboarding and	Recruitment for an Executive Planner		
		opportunities for joint assessments on larger scale	position has been completed and the		
		developments.	successful candidate commenced in		
			February 2024. This position has a		
			strong focus on mentoring.		
M12	Development Description guidelines to be				
	prepared to ensure they are informative and				
	consistent.	This will provide valuable information to	Development Description guidelines		
		neighbouring properties on what is proposed.	have been finalised and		
			implementation commenced Jan		
			2024. This will provide valuable		
			information to neighbouring		
			properties on what is proposed		

Long Term

LI	Host an Industry Professional Workshop every 6 months	,	eritage assessment process orkshop held 28 November 2023.
			ture workshop scheduled for May
L2	Explore options to increase application survey responses	Look at opportunities for feedback from industry On professionals via the existing survey (increased responses) and other methods in addition to workshops.	n schedule
		Commence review early 2024	
L3	Review notification policy with specific regard to re-notification.	Review notification policy (Community Not	ot yet commenced

		Engagement Framework) incorporating feedback	
		from internal and external stakeholders, other	
		Council's, case studies	
		Identify opportunities to minimise re-notification	
		where it doesn't add value	
		Prepare revised notification policy	
		Prepare report to Council	
		Not yet commenced	
L4	Explore options to prioritise GIPA applications	Work with GIPA team to explore options to prioritise	Not yet commenced
	for business proposals.	GIPA applications for business proposals	
		Not yet commenced	
		,	
L5	Prioritise new DCP to address consistency and	Strategic Planning Project.	Project underway and on schedule.
	provide greater certainty to the controls.		
		Project commenced.	
L6	Review the Development Advisory and	The Development Advisory & Application Policy	Not yet commenced
	Application Policy, including the requirement	includes guidance to the community on the key steps	
	for additional information to be submitted	in the IWC DA Process.	
	within 21 days.		
		Not yet commenced – initially awaiting delivery of	
		technical solutions and external review.	
L7	Review Council's Pre-DA service	Look at needs of different stakeholders ie industry	Not yet commenced
		professionals, community members, businesses	,
		Review other Council's services including fees,	
		process, output, timing	
		Revise process and ensure tools are available	
		(technology, resources etc)	
		Implement reviewed service	
	1		

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L8	Introduction of the Application Programming Interface (API) with the NSW Planning Portal	Not yet commenced Working with Technologyone & third party provider to configure and map API for each application type (DA, Mod, Review) Testing of configuration underway. Next steps include, training and implementation.	Implementation commenced. Create DA went live in October 2023. Next steps include, outbound messages from Council's system to the NSW Planning Portal which will minimise manual and duplicate handling of information.
L9	Introduction of more efficient allocation and notification of applications	As part of the DA Process Improvement Project – a technical solution planned for delivery early 2024	On-schedule



Item No: C0324(1) Item 31

Subject: MANDATORY REPORTING OF REPORTS SENT TO COUNCIL BY FIRE AND RESCUE NSW

Prepared By: Michael Davies - Parking & Rangers Services Manager

Authorised By: Simone Plummer - Director Planning

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

4: Healthy, resilient and caring communities

EXECUTIVE SUMMARY

Correspondence received from Fire and Rescue NSW (*Attachments 1-3*) identified fire safety matters in relation to the above properties. Following subsequent inspections of the premises by Council's Fire Safety Officers they determined that a Notice of Intent to Serve a Development Control Order was warranted.

This will require either the installation of or modification to the existing fire safety measures in the building to ensure adequate provision of fire safety and awareness. These works are able to be undertaken in accordance with State Planning provisions through the issuing of Development Control Orders under the EPAA.

BACKGROUND

40 Renwick Street Marrickville

Fire and Rescue NSW (FRNSW) advised Inner West Council on 12 February 2024 of an inspection they undertook in response to a complaint that the driveway security gate prevented residents from exiting onto the street. While conducting the inspection officers noted several non-compliances with the Building Code of Australia, including: -

- Ground floor electrical cupboard not suitably sealed to prevent smoke spreading.
- Smoke detection system not installed in common areas.
- Exit signs not installed in common areas.
- Emergency lighting not installed in the path of travel.
- Portable fire extinguishers not installed in the building.

31-33 Addison Road Marrickville

Fire and Rescue NSW (FRNSW) advised Inner West Council on 14 February 2024 of an inspection they undertook in response to a complaint that the rear fire escape serving the building was constantly blocked by garbage bins. While conducting the inspection Brigade personnel noted several other non-compliances including: -

- Signage to the hydrant booster not installed as required.
- Doors to the hydrant booster were poorly maintained, hindering access.

- Signage to the pumproom not installed as required.
- Pumproom door lock is not to industry standard.
- Annual Fire Safety Statement not displayed prominently in the building.

179-183 Marrickville Road Marrickville

Fire and Rescue NSW (FRNSW) advised Inner West Council on 14 February 2024 of an inspection they undertook in response to a complaint in relation to critical fire safety defects. During the inspection Brigade personnel noted several non-compliances including: -

- Electrical cupboard not suitably sealed to prevent smoke spreading.
- Egress doors swinging against the path of travel.
- Exit sign not installed in exit serving first floor yoga studio.
- Emergency lighting not installed in the path of travel from the yoga studio.
- Portable fire extinguisher not installed adjacent to the electrical meter board.

DISCUSSION

In accordance with the provisions of the Environmental Planning and Assessment Act 1979 (EPAA), FRNSW referred the matters to Council for follow up. In response, Council's Fire Safety Team conducted an inspection of the premises as per the table below:

Property	Inspection Results
38-40 Renwick Street Marrickville	 An inspection was conducted on 15 February 2024 and found: Electric driveway gate working but obstructing means of egress. Electrical cupboard not lined to prevent smoke spreading. No emergency lighting in common areas No Exit Signage in common areas No portable fire extinguishers in common areas No smoke detection system in common areas.
	Direction: (EPA/2024/0021) was issued on 19 February 2024, requiring a BCA Audit of the premises be undertaken and submitted to Council for review.
31-33 Addison Road Marrickville	 An inspection was conducted on 15 February 2024 and found: No garbage bins blocking rear exit at time of inspection. Metal doors to Hydrant Booster poorly fitted/rusted and difficult to open. Annual Fire Safety Statement not prominently displayed in building. Direction: (EPA/2024/0021) was issued on 19 February 2024, requiring certain works to be undertaken in keeping with the comments from FRNSW in their letter dated 14 February 2024.
179-183 Marrickville Road Marrickville	e An inspection was conducted on 15 February

 2024 and found: No Exit Sign in exit from first floor. Gates installed in mid landing leading to first floor. Door serving as a means of egress for first floor swings against the path of travel.
Direction: (EPA/2024/0024) was issued on 19 February 2024, requiring a BCA Audit of the premises be undertaken and submitted to Council for review.

Table above summarises the actions by Council officers since receiving the FRNSW report.

After all fire safety solutions are implemented, a Fire Safety Certificate is to be submitted to Council, which will conclude the matter.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

- 1. FRNSW Referral 40 Renwick Street Marrickville
- 2. FRNSW Referral 31-33 Addison Road Marrickville
- 3. FRNSW Referral 179-183 Marrickville Road Marrickville





File Ref. No:BFS24/233 (33137)TRIM Ref. No:D24/12106Contact:Matthew Warbrick

12 February 2024

General Manager Inner West Council PO Box 14 Petersham NSW 2049

Email: council@innerwest.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam,

Re: INSPECTION REPORT 40 Renwick Street Marrickville ("the premises")

Fire and Rescue NSW (FRNSW) received correspondence on 17 January 2024 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated in part that:

Concerns over the electric security gate. It is the only entry and exit to the building and malfunctions regularly. It's been broken the past two days. There's a manual override that involves a key. I managed to get the gate open yesterday just enough to get out but another tenant closed and locked it overnight. This morning I had no luck and couldn't manually override it. After a few hours a neighbour was eventually able to open it. I have reported this to the real estate yesterday and they have provided the landlord with several days to get it fixed. I am concerned that because of the difficulties to unlock the gate manually when it malfunctions it is a fire safety issue.

How do I know the gate meets safety standards? It's about 18 years old and always breaks down.

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act* 1979 (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 24 January 2024.

Fire and Rescue NSW	ABN 12 593 473 110	www.fire.nsw.gov.au
Community Safety Directorate	1 Amarina Ave	T (02) 9742 7434
Fire Safety Compliance Unit	Greenacre NSW 2190	F (02) 9742 7483
www.fire.nsw.gov.au		Page 1 of 4
	OFFICIAL	

Item 31

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.
- Possible nonconformities identified in the report relate to the National Construction Code 2022, Volume 1 Building Code of Australia (NCC), provisions for fire safety and fire safety equipment. The items are not an exhaustive list of non-compliances. FRNSW acknowledges that the differences observed at the time may contradict development consent approval or relate to the building's age. Therefore, it's the Council's discretion as the appropriate regulatory authority to consider the most appropriate action.

COMMENTS

The following items were identified during the inspection:

- 1. Access and Egress
 - 1A. Discharge from exits Clause D2D15(2) of the NCC explains that if a 'required exit' leads to an open space, the path of travel must be connected directly with a public road. It is the Council's discretion to determine whether the security gate is considered an obstructed width and whether latching devices complying with Clause D3D26 of the NCC are required.
 - 1B. Installation in exits and paths of travel The electrical cupboard on the public corridor's ground floor contains doorways that are not suitably sealed against smoke spreading from the enclosure, contrary to Clause D3D8(5) requirements of the NCC.
- 2. Fire Safety Services and Equipment
 - 2A. Automatic Smoke Detection and Alarm System The public corridor/stairway in the building has not been provided with an automatic smoke detection and alarm system, contrary to the requirements of Clause E2D8 of the NCC. Note: FRNSW did not gain access to sole occupancy units at the time of the inspection, and therefore, it is unknown if the lack of smoke detection extends to SOUs.

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Attachment 1

- 2B. Emergency Lighting The public corridor/stairway in the building has not been provided with emergency lighting, contrary to the requirements of Clause E4D2 of the NCC.
- 2C. Exits Signs An exit sign has not been provided at the door, providing discharge to open space on the ground floor of the building, contrary to the requirements of Clause E4D5 and/or E4D7 of the NCC.
- 2D. Portable Fire Extinguishers (PFE) PFE's were not provided within the building, contrary to the requirements of Clause E1D14 of the NCC.
- 3. Fire Resistance
 - 3A. Bounding construction Screen security doors have been installed outside of all Sole Occupancy Units (SOUs) throughout 'the premises'. FRNSW brings to the Council's attention a position statement concerning AVPS published by FRNSW on 4 July 2018. The statement is shown below:

Security/screen doors fitted to sole-occupancy units (SOU's)

The fitting of security or screen doors to the main fire door of a unit is a matter to be determined by the appropriate regulatory authority (e.g. Council) or certifier.

However, FRNSW recommends against the fitting of security or screen doors to SOUs due to the increased likelihood of the main fire door of the unit being propped open, corridor egress being impeded by an open security/screen door, and the fire rating of the door frame being compromised from any modification when fitting any additional security or screen door.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that the Council:

- a. Review items 1 to 3 of this report and conduct an inspection.
- b. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to the Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

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Please do not hesitate to contact Matthew Warbrick of FRNSW's Fire Safety Compliance Unit at <u>FireSafety@fire.nsw.gov.au</u> or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference BFS24/233 (33137) regarding any correspondence concerning this matter.

Yours faithfully

Edren Ravino Senior Building Surveyor Fire Safety Compliance Unit

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File Ref. No: BFS24/19 (32938) TRIM Ref. No: D24/12783 Contact:

Matthew Warbrick

14 February 2024

General Manager Inner West Council PO Box 14 Petersham NSW 2049

Email: council@innerwest.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam,

INSPECTION REPORT Re: 31 - 33 Addison Road Marrickville ("the premises")

Fire and Rescue NSW (FRNSW) received correspondence on 30 December 2023 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

Rear fire escape of building constantly blocked by garbage bins.

Pursuant to Section 9.32(1) of the Environmental Planning and Assessment Act 1979 (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 24 January 2024.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development ٠ consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a . visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

Fire and Rescue NSW	ABN 12 593 473 110	www.fire.nsw.gov.au
Community Safety Directorate	1 Amarina Ave	T (02) 9742 7434
Fire Safety Compliance Unit	Greenacre NSW 2190	F (02) 9742 7483
www.fire.nsw.gov.au		Page 1 of 3

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Possible nonconformities identified in the report relate to the National Construction Code 2022, Volume 1 Building Code of Australia (NCC), provisions for fire safety and fire safety equipment. The items are not an exhaustive list of non-compliances. FRNSW acknowledges that the differences observed at the time may contradict development consent approval or relate to the building's age. Therefore, it's the Council's discretion as the appropriate regulatory authority to consider the most appropriate action.

COMMENTS

The following items were identified in or in connection with the building during the inspection:

- 1. Access and Egress
 - 1A. Discharge from exits The exit door opening from the fire-isolated stair at the rear of the building onto Stevens Lane was obstructed by garbage bins, contrary to the requirements of Clause D2D15 of the NCC and Section 109 of Environmental Planning and Assessment (Development and Fire Safety Regulation) 2021 (EPAR). However:
 - A. FRNSW relocated the bins to be clear of the exit before completing the inspection.
 - B. As the appropriate regulatory authority, it would be at the Council's discretion to determine whether further investigation is required.
- 2. Services and Equipment
 - 2A. Fire Hydrants The hydrant block plan on display lists the standard of performance for the hydrant system as AS 2419-1-2005. As such, the following comments are provided concerning AS 2419.1-2005:
 - A. Hydrant booster assembly
 - i. Signage
 - a. A permanent and fade-resistant or engraved sign indicating the boost pressure and test pressure was not provided at the booster assembly, contrary to the requirements of Clause 7.10.1 of AS 2419.1-2005.
 - b. The enclosure housing the hydrant booster assembly has not been provided with location identification signage, contrary to the requirements of Clause 7.10.2 of AS 2419.1-2005.
 - ii. Access The doors to the booster enclosure had not been maintained. In this regard, when attempting to open the doors, the door leaves were jamming and could not be freely opened.

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Attachment 2

- B. Pumproom
 - i. Signage The external door leading to the pumproom from the fire-isolated passageway at street level from Stevens Lane was not identified by appropriate signs or other visual aids, so the pumproom and its entrance can be readily located by the attending fire brigade, contrary to the requirements of Clause 6.4.1 of AS 2419.1-2005.
 - ii. Access Despite markings to the lock indicating the door could be opened with a fire brigade 003 key, the key lock to the pump room door could not open with a 003 key.
- 2B. Artificial Lighting Artificial lighting between the carpark and ground floor of the fire-isolated stairs was not operating, contrary to the requirements of Clause F6D5 of the NCC.
- Annual Fire Safety Statement (AFSS) A copy of the current AFSS was not prominently displayed within the building under Section 89 of the EPAR 2021.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that the Council:

- a. Review items 1 to 2 of this report and conduct an inspection.
- b. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to the Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Matthew Warbrick of FRNSW's Fire Safety Compliance Unit at <u>FireSafety@fire.nsw.gov.au</u> or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference BFS24/19 (32938) regarding any correspondence concerning this matter.

Yours faithfully

Edren Ravino Senior Building Surveyor Fire Safety Compliance Unit

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Attachment 2





File Ref. No:BFS24/18 (32937)TRIM Ref. No:D24/13315Contact:Matthew Warbrick

14 February 2024

General Manager Inner West Council PO Box 14 Petersham NSW 2049

Email: council@innerwest.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam,

Re: INSPECTION REPORT 'TYREEL BUILDING' 179 – 183 Marrickville Road Marrickville ("the premises")

Fire and Rescue NSW (FRNSW) received correspondence on 29 December 2023 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated in part that:

Critical fire safety defects.

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act* 1979 (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 24 January 2024.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

• A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.

Fire and Rescue NSW	ABN 12 593 473 110	www.fire.nsw.gov.au
Community Safety Directorate Fire Safety Compliance Unit	1 Amarina Ave Greenacre NSW 2190	T (02) 9742 7434 F (02) 9742 7483
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- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.
- Possible nonconformities identified in the report relate to the National Construction Code 2022, Volume 1 Building Code of Australia (NCC), provisions for fire safety and fire safety equipment. The items are not an exhaustive list of non-compliances. FRNSW acknowledges that the differences observed at the time may contradict development consent approval or relate to the building's age. Therefore, it's the Council's discretion as the appropriate regulatory authority to consider the most appropriate action.

COMMENTS

The following items were identified during the inspection:

- 1. Access and Egress
 - 1A. Discharge from exits Discharge to open space from the rear exit of the Nutrition Station is at a different level from the public road. In this regard, the path to the road requires travel via a stairway, which has not been fitted with barriers and handles contrary to the requirements of Clauses D2D15 (3), D3D17 and D3D22 of the NCC.
 - 1B. Installation in exits and paths of travel The electricity meter located in the path of travel to the exit within the non-fire-isolated stair serving the yoga studio has not been enclosed to prevent the spread of smoke, contrary to the requirements of Clause D3D8 of the NCC.
 - 1C. Swinging doors The exit door leading to Marrickville Road and the security gate on the mid-landing of the non-fire-isolated stair serving the yoga studio swings against the direction of egress, contrary to the requirements of Clause D3D25 of the NCC.
 - 1D. Operation of latch
 - A. The exit door leading from the non-fire-isolated stair serving the yoga studio onto Marrickville Road has not been provided with a single-hand downward action lever, contrary to the requirements of Clause D3D26 of the NCC.
 - B. The security gate installed on the mid landing within the non-fireisolated stairs serving the yoga studio has been fitted with vertical pad bolts, capable of being locked with a key, contrary to the requirements of Clause D3D26 of the NCC.
- 2. Essential Fire Safety Systems
 - 2A. Portable Fire Extinguishers (PFE) A PFE has not been provided adjacent to the electrical switchboard located in the non-fire-isolated

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Attachment 3

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stairway serving the yoga studio, contrary to the requirements of Clause 4.4.2 of AS 2444 - 2001

- 2B. Emergency Lighting No emergency lighting was observed within the non-fire-isolated stairway serving the yoga studio, contrary to the requirements of Clause E4.2 of the NCC.
- 2C. Exit Signs The exit door leading from the non-fire-isolated stair serving the yoga studio onto Marrickville Road has not been provided with an exit sign, contrary to the requirements of Clause E4D5 of the NCC.
- 2D. Annual Fire Safety Statement (AFSS) A copy of the current AFSS was not displayed within the building under Section 89 of the EPAR 2021.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that the Council:

- a. Review its records concerning the AFSS and ensure the owner is meeting their legal obligations to ensure the essential fire safety measures of the building are being assessed by an accredited practitioner (fire safety) and an AFSS is being submitted.
- b. Review items 1 and 3 of this report and conduct an inspection.
- c. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to the Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Matthew Warbrick of FRNSW's Fire Safety Compliance Unit at <u>FireSafety@fire.nsw.gov.au</u> or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference BFS24/18 (32937) regarding any correspondence concerning this matter.

Yours faithfully

Edren Ravino Senior Building Surveyor Fire Safety Compliance Unit

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Item No:	C0324(1) Item 32
Subject:	NOTICE OF MOTION: REVIEW INNER WEST AQUATIC CENTRE FEES
	Council at its meeting on 13 February 2024 resolved that the matter be deferred to the meeting to be held on 05 March 2024.
From:	Councillor Marghanita Da Cruz

MOTION

That Council receive a report on the review of 5 Aquatic Centre charges and fees in time for adoption of new fees on 1 July 2024. The Terms of Reference, for the review, to include:

- a) direct debit and credit card charges;
- b) costs and sources of Income for each of the 5 aquatic centres;
- c) training of lifeguards and other staff such as personal trainers and nutritionists;
- d) fees for school carnivals;
- e) fees for squad training;
- f) minimum and maximum adult and children annual costs to swim, use the gym and other facilities based on weekly use for six months -including actual use, income and days/hours open 1 July – 31 Dec 2023;
- g) aqua aerobics fees for adults and seniors at each pool;
- access to each pool public transport, population living within 400m, cycling and parking including transport for staff;
- i) how a seasonal fee could work;
- j) extending the hours and days each centre is available to the public or available for private use (self provision of Life Guards etc.);
- k) upgrades required to move away from gas (co-gen), costs and grants;
- I) operation of Moveable Floor at Ashfield;
- m) comparative costs at Pools within our LGA and adjacent LGAs; and
- n) consultation with the community and centre users.

Background

Two writers, to all Councillors, have independently highlighted that the fees charged for Squad and Carnival use of our Aquatic Centres are stopping children from enjoying activities at our pools.

• "Ashfield Aquatic Centre—pool hire = \$730.00

School carnival students' entry fees = \$1,344.00 (seeking a waiver on entry fees only). This has been increased for 2024 to \$1,820 based on 350 students."

In addition to these costs to our, and other local public schools, is that of the bus hire fees."

• "The reasons given too for not being able to incl. swim lessons on a Friday from 1-2 pm in summer was that other people used the pool.

Needless to say, I've checked and there's rarely a person, and certainly not enough in numbers, to prevent school use of a few lanes.

It's ridiculous that local public schools must go to pools outside their LGA to have swim. lessons, which is currently the case.

Council can give free use of some facilities to applicants who may or may not be residents and pay for murals etc but cannot support free entry to a pool once a year!

And worse still, to price gouge. It's why some schools now only send swimmers to carnivals which is a shame as it breaks down the fun, the house support system and a sense of belonging—the latter to which IWC pays lip service!!"

• Others have raised issues with direct debit transaction failure fees.

In the light of this correspondence, I have looked over the Charges and Fees Council adopted last June in more detail. It seems there are a myriad of fees and we may have lost the plot.

Fees are listed against each pool even though they may be the same across pools. Such repetition is prone to errors.

- Adult entry to Ashfield, Leichhardt an Annette Kellerman is \$9.80 (but is listed three times)
- Adult Entry to Fanny Durack is \$6.80 and
- Adult entry to Dawn Fraser \$6.60.

According to webpage for each pool and the Fees and Charges Document. There has not been a check or advice on fees actually charged and collected online and at the centres themselves.

If these fees reflect costs, they should be seasonal making the pools more accessible in summer.

Direct Debit Charges

Review of the Fees & Charges 2023/24 adopted June 2023 says a Direct Debit Transaction Fee will apply. This is not unusual except that the Australian Consume and Competition Commission (ACCC) provides the following guidance on such fees.

ACCC: Card surcharges

- Businesses can charge a surcharge for paying by card, but the surcharge must not be more than what it costs the business to use that payment type.
- If a business charges a payment surcharge, it must be able to prove the costs it is based on.
- If there is no way for a consumer to pay without paying a surcharge, the business must include the surcharge in the displayed price.

https://www.accc.gov.au/consumers/pricing/card-surcharges viewed 31 Jan 2024

"Do you charge customers a surcharge on transactions? This is a quick guide to what you can and can't include when working out your surcharge. From 1 September 2017, all businesses that impose payment surcharges on card transactions need to comply with the new law that bans excessive payment surcharge"..- A guide for business Payment surcharges—only charge what it costs you January 2018 <u>www.accc.gov.au</u> source:

https://www.accc.gov.au/system/files/1193_Payment%20surcharges_FA_web03.pdf viewed 1 Feb 2024

Other Membership Fees

Direct Debit Transaction Fees

Direct debit transaction fee – fortnightly billing (note direct debit available for bank debit accounts and Visa and MasterCard credit cards only)	\$0.50	\$0.55	\$0.05	\$0.60	20.00%	Y	E
Direct Debit failed payment fee	\$6.80	\$6.64	\$0.66	\$7.30	7.35%	Y	E

The Direct Debit Transation Fee is referred to in relation to various charges such as Membership on page 43.

Credit Card Charges are shown on page 101 of fees and charges at 0.75%.

However Fanny Durack webpage says "A Credit card transaction fee of 0.8% applies on all credit card payments" and "Adult (17 yrs and over)\$6.80" defing an adult at 17.



https://www.innerwest.nsw.gov.au/explore/aquatic-centres/fanny-durackaquaticcentre/pricesand-memberships viewed 2 Feb 2023

CREDIT CARD CHARGES

Credit Card Use Charge – GST Applicable	(0.75% plus 10% GST based on the 0.75%) will be charged on all credit card transactions that have a taxable supply. The charge is based on the total amount of the transaction.	Y	E
Credit Card Use Charge – GST Free & GST Exempt	A fee of 0.75% will be charged on all credit card transactions that have no taxable supply. The charge is based on the total amount of the	N	E
	transaction.	Page 1	01 of 106

Membership

* Direct debit transaction fees will apply - see below

Adult - 1 month	\$156.20	\$106.00	\$10.60	\$116.60	-25.35%	V	E
Addit - 1 monut	\$130.20	5100.00	\$10.00	\$110.00	-23.3370		E
Adult - 6 months	\$629.40	\$611.27	\$61.13	\$672.40	6.83%	Y	E
Adult - 12 months	\$1,217.30	\$1,184.91	\$118.49	\$1,303.40	7.07%	Y	E
Seniors Card Holder/Tertiary Student - 1 month	\$87.00	\$79.64	\$7.96	\$87.60	0.69%	Y	E
Seniors Card Holder/Tertiary Student – 6 months	\$471.30	\$457.91	\$45.79	\$503.70	6.87%	Y	E

continued on next page ...

Inner West Fitness Pass - fortnightly

debit

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Name	Year 22/23 Fee (incl. GST)	Fee (excl. GST)	Year 23/24 GST	Fee (incl. GST)	Increase %	GST	Pricing Policy
Membership [continued]							
1	-					-	
Seniors Card Holder/Tertiary Student - 12 months	\$785.40	\$762.09	\$76.21	\$838.30	6.74%	Y	E
Pensioner - 1 month	\$59.20	\$53.27	\$5.33	\$58.60	-1.01%	Y	E
Pensioner - 6 months	\$316.20	\$307.09	\$30.71	\$337.80	6.83%	Y	E
Pensioner - 12 months	\$613.10	\$594.82	\$59,48	\$654.30	6.72%	Υ	E
Family Gym Membership – 12 months	\$2,614.70	\$2,543.45	\$254.35	\$2,797.80	7.00%	Y	E
Inner West Fitness Pass - Family - Fortnightly Debit	\$100.50	\$97.78	\$9.78	\$107.55	7.01%	Y	E
Inner West Fitness Pass for Learn to Swim families - fortnightly debit	\$0.00	\$30.08	\$3.01	\$33.09	00	Y	С

A few other anomalies jumped out of the fees and charges:

\$50.60

• There is a reference to the "Leichhardt Municipality" and surprisingly the "Olympic" pool and is shown as the same fee as the diving pool (Sporting Clubs/school swimming)

\$49.27

\$4.93

\$54.20

7.11%

Y

E

• There is a statement "A parent accompanying a non-paying child (under 5 years) is required to purchase an adult entry for safety reasons." at https://www.innerwest.nsw.gov.au/explore/aquatic-centres/ashfield-aquatic-centre/prices-and-membership

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- There is minimal incentive to buy 20 passes instead of 10 (so, why have 20pack) <u>https://www.innerwest.nsw.gov.au/explore/aquatic-centres/ashfield-aquatic-centre/prices-and-membership</u> Viewed 30 Jan 2024
- Annette Kellerman shows a Spectator 10 and 10 pack on page 37 of fees and charges.
- Does this allow grandparents to take join up for a family pass? "Family 4 persons (max 2 adults)".."Family entry terms and conditions: Family pool entry or family swim passes. To be eligible for pool entry, adults must be parents or guardians of the children, or alternatively, they must be adults who live with the children in the same domestic dwelling." <u>https://www.innerwest.nsw.gov.au/explore/aquatic-centres/ashfield-aquatic-centre/prices-and-membership</u>
- "Family 4 persons (max 2 adults)"..."Family entry terms and conditions: Family
 pool entry or family swim passes. To be eligible for pool entry, adults must be parents
 or guardians of the children, or alternatively, they must be adults who live with the
 children in the same domestic dwelling." Does this allow grandparents?
 https://www.innerwest.nsw.gov.au/explore/aquatic-centres/ashfield-aquaticcentre/prices-and-membership

Fanny Durack Aquatic Centre accepts Fitness Passport for pool entry but does not have consistant ages with the other pool."..."A Credit card transaction fee of 0.8% applies on all credit

card payments" -"

Adult (17 yrs and over)\$6.80Child (5 - 16 yrs - children under 15 must be accompanied by an
adult)\$3.90Child under 5yrs (with paying adult)FREE
https://www.innerwest.nsw.gov.au/explore/aquatic-centres/fanny-durack-aquatic-
centre/prices-and-memberships

Charged as fortnightly direct debits

IKR (K

Mini squad - 1 visit per week*\$41.28Junior squad - 1 visit per week*\$45.40

*Second child enrolled receives a 7% discount, third and subsequent children receive a 14% discount.

Note:

- 1. The upgrade of LPAC is being planned currently and such a review would inform this planning.
- 2. A T-Corp (NSW Gov) loan over 20 year was taken out to pay for Ashfield Aquatic Centre Upgrade. The 15/6 Ashfield LGA SRV included the upgrade of the Pool. "The increases would generate an additional \$11.9 million above the rate peg over the 4year period which will be used to accelerate the redevelopment of its Aquatic Centre, renew other assets and improve its financial sustainability" <u>https://www.ipart.nsw.gov.au/Home/Industries/Local-Government/Reviews/Special-Variations-Minimum-Rates/Special-Variations-Minimum-Rates-2015-16</u>

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Item No:C0324(1) Item 33Subject:NOTICE OF MOTION: REVIEW DOMESTIC WASTE CHARGE
Council at its meeting on 13 February 2024 resolved that the matter be
deferred to the meeting to be held on 05 March 2024.From:Councillor Marghanita Da Cruz

<u>MOTION</u>

- 1. That Council notes the considerable dissatisfaction in the community about the rollout of FOGO.
- 2. That Council review the Domestic Waste Charge in time for adoption of new fees on 1 July 2024.

Background

The following domestic waste management charges are current [for the Inner West Council] from 1 July 2023 to 30 June 2024:

- Small garbage bin (less than 120 litres): \$377.00 p.a.
- Standard garbage bin (120 litres): \$502.00 p.a.
- Large garbage bin (240 litres): \$753.00 p.a.
- Vacant/availability: \$251.00 p.a.

However, due to the implementation of the new FOGO service on 9 October 2023, Council has delegated the General Manager the authority to write off all fees in relation to requests to increase the size of any existing red-lid garbage bin to 240 litre or 120 litre within the Domestic Waste Management service, associated with the implementation of the food recycling program until 1 July 2024.

https://www.innerwest.nsw.gov.au/live/information-for-residents/rates/domestic-wastemanagement-charges viewed 1 Feb 2024

IPART Review Domestic waste management annual charges: "In line with OLG's planned regulatory approach for DWM annual charges, we have decided that no limit is to apply to the amount by which councils may vary their DWM annual charges for the period from 1 July 2024 to 30 June 2025."

https://www.ipart.nsw.gov.au/domestic-waste-management-annual-charges

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Item No: C0324(1) Item 34

Subject:NOTICE OF MOTION: QUEER RIGHTS STREET RALLY 18 FEBRUARY
2024Council at its meeting on 13 February 2024 resolved that the matter be
deferred to the meeting to be held on 05 March 2024.

From: Councillor Liz Atkins

MOTION

That Council endorse and publicise on social media the "Mardi Gras Street Rally" to be held on Sunday 18 February 2024 at 2pm at Pride Square.

Background

Pride in Protest, a collective of activists who campaign for social justice, including queer, refugee and indigenous rights, are holding a street rally for queer rights in Pride Square, Newtown at 2pm on 18 February 2024, the same day as Mardi Gras Fair Day. My understanding is that they plan to march from Pride Square to Fair Day.

The demands of the rally are as follows:

1. Pass the Equality bill: self-id, sex worker rights & gender affirmation leave now!

The Equality Bill is the bill introduced to the NSW Parliament by Alex Greenwich MP which will be debated in March. The call by the rally is to pass it in full. The Bill has broad support from the queer community.

2. No right to discriminate, no religious exceptions!

This refers to the NSW Anti-Discrimination Act which is subject to review by the NSW Law Reform Commission and the removal of religious exceptions to the prohibition on discrimination, including for schools.

3. No pinkwashing of genocide, free Palestine!

Pinkwashing, or rainbow-washing, is the strategy of attempting to benefit from purported support for LGBTQIA+ rights, often as a way to profit or to distract from a separate agenda or promoting protection of those rights as evidence of liberalism and democracy, especially to distract from or legitimize violence against other countries or communities. For example, images of the Israeli Defence Force portraying themselves with Pride flags in Gaza or pictures of Israeli soldiers with their same sex partner with the message that because Islamic Palestinians supposedly don't accept homosexuality they don't deserve our support in calling for an end to Israel's genocide.

4. Fund community, not cops, cops out of Pride & scrap the anti-protest laws!

This demand reflects the view that government spends too much money on police and punitive measures, and not enough on preventative measures like ensuring people are fed, housed and safe or more direct community safety programs.

Item 34



The gueer community is over-policed, both directly and through the application of drug laws and use of sniffer dogs to carry out stop-and-searches in queer spaces in particular, including at Pride marches, which results in under-reporting of violence and harassment. Historically the NSW Police Force's attitude to the LGBTIQA+ community leaves a lot to be desired, and this continues, causing a significant lack of trust in NSWPF by the queer community. This is acknowledged in the report of the Special Commission of Inquiry into LGBTIQ hate crimes handed down in December 2023, particularly chapter 8 which refers not only to historical issues but contemporary attitudes to the LGBTIQA+ community https://www.nsw.gov.au/sites/default/files/2023-12/SCOI-LGBTIQ-Hate-Crimes-Volume-3-<u>191223.pdf</u>

Mardi Gras members recently voted to scrap the Police Accord which permits public decency inspections before the Parade and there are calls for the NSW Police Force to be excluded from having a float in the Parade, which is in part what this demand is about.

The demand also calls for the NSW anti-protest laws, which are some of the most draconian in Australia, to be scrapped.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS



Item No: C0324(1) Item 35

Subject: NOTICE OF MOTION: 26 JANUARY

Council at its meeting on 13 February 2024 resolved that the matter be deferred to the meeting to be held on 05 March 2024.

From: Councillor Liz Atkins

MOTION

- 1. That Council note the distress and trauma caused to First Nations people when we celebrate on 26 January.
- 2. That Council consult Council's Aboriginal and Torres Strait Islander Advisory Committee on their views about holding citizenship ceremonies on 26 January.
- 3. That Council receive a report on that consultation by the May 2024 meeting in order to make decision at that meeting whether citizenship ceremonies should be held on 26 January.

Background

Commemorating Australia Day has been questioned from at least 1938 when Aboriginal leaders declared it a Day of Mourning.

At its 12 November 2019 meeting, Inner West Council voted to move its celebratory events away from 26 January, except for the citizenship ceremony. Since then, Inner West Council has promoted Yabun.

Until December 2022 it was not possible to move the citizenship ceremony. In December 2022 the federal government changed the Australian Citizenship Ceremonies Code to allow councils to conduct citizenship ceremonies three days before or after 26 January. It has been reported that since that change more than 80 councils across the country have moved citizenship ceremonies from 26 January.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

tem 36

Item No:C0324(1) Item 36Subject:NOTICE OF MOTION: INNER WEST SCHOOLS ACTIVE TRAVEL
Council at its meeting on 13 February 2024 resolved that the matter be
deferred to the meeting to be held on 05 March 2024.From:Councillor Kobi Shetty

MOTION

- 1. That Council acknowledges the mental, physical and environmental benefits of having more school students walking, cycling and scootering to school.
- 2. That Council notes the NSW Government's recently announced Active Transport to School program offering an additional \$10 million to councils to fund active travel to school projects.
- 3. That Council undertakes a report into establishing an Inner West Primary Schools Active Travel pilot program identifying primary schools in the LGA with potential to be involved in a multi-disciplinary education and pedestrian infrastructure improvement program to encourage more walking, cycling and scootering to school.
- 4. That Council investigates potential funding sources for the program, including external sources such as TfNSW's Get NSW Active grant program.

Background

Currently only 25% of NSW school children walk or ride to and from school, down from 75% 40 years ago. This has had an impact on the mental wellbeing and physical health of children, increased the number of cars undertaking short trips to school, and has had a detrimental impact on the environment. The NSW Government has increased funding for an Active Transport to School program, that will be funded through councils, to make it easier and safer for children to walk, scoot or ride to school.

At the March 2022 meeting, Council unanimously resolved to work with local schools, P&Cs, and residents on measures to support safe walking and cycling to primary schools, and commence immediate planning work to identify and cost potential safety measures for implementation as part of the 2022-23 budget. Establishment of pilot program could make a positive step towards forward to progressing this work this work.

The new program can leverage schools active travel initiatives already undertaken by the GreenWay Place Management Program in 2017-2019 with the following public schools – Kegworth (Leichhardt), Summer Hill, Dulwich Hill, Petersham and Canterbury.

Feedback from Willoughby City Council which has undertaken a similar program to work with local schools to facilitate more active travel to school has reported overwhelmingly positive feedback from teachers, students, parents and council staff.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Item No:C0324(1) Item 37Subject:NOTICE OF MOTION: DRAG STORY TIMEFrom:Councillor Mathew Howard

MOTION

- 1. That Council thanks Council library staff and the communities directorate for organising and running the Drag Story Time event this past weekend.
- 2. That Council thanks Rainbow Families NSW and Joyce Maynge for their work on the event, and thanks Inner West Police Area Command for their support of the event.
- 3. That Council Condemns homophobia and transphobia.
- 4. That Council commits to holding a series of Drag Story Time events with Rainbow Families.

Background

The Drag Story Time held on Saturday 10 February was hosted by Inner West Council, working with Rainbow Families NSW.

The event was targeted online following the cancellation of a similar event in Rockdale hosted by the ABC and motions by another Sydney council opposing the Drag Story Time events.

Unfortunately, council customer service and library staff were subjected to considerable abuse and hostility in the weeks leading up to the event.

The Inner West Council event went ahead, with kids listening to stories and singing radical songs including the Alphabet and Row your Boat.

Key values of Inner West Council are Respect, Compassion and Collaboration.

We value the diversity of the community we represent and recognise and value our LGBTIQA+ community, including LGBTIQA+ parents and their children.

Events like Drag Story Time are a reflection of those core values and of our commitment to supporting inclusion in our local community.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS



Item No:	C0324(1) Item 38
Subject:	NOTICE OF MOTION: WASTE EDUCATION (MOTION FOR NATIONAL GENERAL ASSEMBLY)
From:	Councillor Marghanita Da Cruz

MOTION

That Council endorse the following motion to be submitted to the 2024 National General Assembly:

This National General Assembly calls on the Australian Government to urgently standardise Bins and include funding for education in schools curriculum and to councils for education in the community (at work and play) about key components of the waste strategy such as what goes into the different coloured kerbside bins but also more generally, where and how the content is processed and other initiatives the Government is taking to reach a circular economy with regard to domestic waste.

Background

The national objective and summary of key arguments is outlined in the attached completed National General Assembly Proposed Motions template.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

1. <u>U</u> Completed National General Assembly Proposed Motion

2024 NATIONAL GENERAL ASSEMBLY PROPOSED MOTION

WASTE EDUCATION

MOTION DETAILS

This National General Assembly calls on the Australian Government to urgently standardise Bins and include funding for education in schools curriculum and to councils for education in the community (at work and play) about key components of the waste strategy such as what goes into the different coloured kerbside bins but also more generally, where and how the content is processed and other initiatives the Government is taking to reach a circular economy with regard to domestic waste.

NATIONAL OBJECTIVE

Why is this a national issue and why should this be debated at the National General Assembly (Maximum 200 words).

Australia's 537 local councils manage around 26 percent of Australian waste, either directly or through contractual arrangements. Each year, local governments collect around 9.7 million tonnes of waste from kerbside bin services, sort it at material recovery facilities (MRFs), and dispatch what can be recycled to reprocessing facilities in Australia and overseas. Where waste cannot be recovered it is landfilled, and local governments in most jurisdictions must pay a significant levy per tonne for landfilled waste, as well as incur the operational costs of maintaining and managing a landfill. Collecting, treating, and disposing of Australian domestic waste costs local government an estimated \$3.5 billion annually. Source: ALGA: Waste Reduction and Recycling https://alga.com.au/policy-centre/waste-reduction-and-recycling/

SUMMARY OF KEY ARGUMENTS

Background information and supporting arguments (Maximum 500 words).

Communities and Councils are struggling with the rollout of FOGO which is a national initiative. Education through Schools and communication with the community requires clear and consistent communication and messaging so that households across Australia can make the change expected of them.



Item No:	C0324(1) Item 39
Subject:	NOTICE OF MOTION: INVITE THE AUSTRALIAN PALESTINIAN ADVOCACY NETWORK TO ADDRESS THE AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION NATIONAL GENERAL ASSEMBLY
From:	Councillor Dylan Griffiths

<u>MOTION</u>

That Council write to the Australian Local Government Association Office Bearers and board to request that they invite the Australian Palestinian Advocacy Network to address the National General Assembly about the invasion and humanitarian crisis in Gaza, support for the Palestinian community including recent refugees staying in Australia.

Background

Recent statements from the Gaza Health Ministry have stated that at least 29,606 Palestinians have been killed and 69,737 have been injured in Israeli strikes on <u>Gaza</u> since 7 October.

Since the invasion of Gaza, the Australian government has granted more than 2200 visa to Palestinians.

The World Food Programme this week said its teams reported "unprecedented levels of desperation" while the UN warned that 2.2 million people were on the brink of famine. The UN agency in charge of Palestinian affairs (UNRWA) said it has been forced to pause aid deliveries to northern <u>Gaza</u> – where it is not "possible to conduct proper humanitarian operations" – amid increasing reports of famine among people in the area. "The desperate behaviour of hungry and exhausted people is preventing the safe and regular passage of our trucks," said Tamara Alrifai, director of external relations for UNRWA. She added that she was "very wary of how to explain this so as not to make it sound like we are blaming people or describing these things as criminal acts".

Many Australian local government councillors have passed motions calling for a ceasefire and an end to the invasion of Gaza. In November, the Inner West Council decided to distribute information in our newsletter about an APHEDA fundraising appeal which aimed to provide immediate relief to people in Gaza. In December the Inner West Council joined calls for a ceasefire.

In 2022 the Ukraine Ambassador, Vasyl Myroshnychenko addressed the Australian Local Government Association's National General Assembly, subsequently the assembly passed a motion of Solidarity with Ukraine. ALGA's media release quotes Vasyl Myroshnychenko 'Local governments can help mostly by connecting local services to those Ukrainians who have relocated into your communities, and by raising money to help Ukrainians rebuild critical infrastructure such as schools and hospitals'.

https://alga.com.au/australian-local-governments-stand-in-solidarity-with-ukraine/

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Item No:C0324(1) Item 40Subject:NOTICE OF MOTION: TRANS DAY OF VISIBILITY RALLY - 31 MARCH
2024From:Councillor Liz Atkins

MOTION

- 1. That Council note that on Transgender Day of Visibility Council already flies either the Progress Pride flag or the transgender flag at its town halls and lights Camperdown Memorial Rest Park in the colours of the transgender flag;
- 2. That Council endorse and publicise on social media the Trans Day of Visibility Rally to be held on Sunday 31 March 2024 at 2pm at Pride Square
- 3. That Council prioritise consideration of an application for up to 4 stalls at Pride Square before the rally to give the atmosphere of a small community fair.

Background

Trans Day of Visibility is an annual international celebration of trans pride and awareness, recognising trans and gender diverse experiences and achievements. It is held on 31 March every year. Pride in Protest, a collective of activists who campaign for social justice, including queer, refugee and indigenous rights, are holding a street rally in Pride Square, Newtown at 2pm on 31 March 2024, to celebrate the day.

The demand of the rally is Equality Now! which means passing in full the Equality Bill introduced by Alex Greenwich to the NSW Parliament, including the amendments to the Anti-Discrimination Act which provide protections for LGBTQIA+ teachers and students at religious schools and to prevent discrimination on the basis of being a sex worker. It also provides for changes to identity documents and birth certificates without the need for surgery. The rally is also calling for free and accessible gender-affirming care and annualised, 6-week minimum gender affirmation leave, and for councils and others not to cancel Drag Storytime.

They are also calling to an end of pinkwashing of the police, which means they are not welcome at Pride events, and for justice for Veronica Baxter and other indigenous and queer people who have died in custody; implementation of the recommendations of the Royal Commission into Aboriginal Deaths in Custody; scrapping the anti-protest laws and dropping all charges current against protesters; funding community solutions, not policing solutions; and no police at Pride events.

Every rally has community organisations present, handing out information and/or raising money, possibly with merchandise. There are inevitably one or two tables set up. Acknowledging the small amount of space available, the work going on at Newtown Town Hall and that the space is a pedestrian space as well as needing to ensure a path through for emergency vehicles, Council could acknowledge that up to 4 stalls in the space would be safe.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Nil.

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Item No:C0324(1) Item 41Subject:NOTICE OF MOTION: EARLY CHILDHOOD EDUCATION AND CARE
WORKERSFrom:Councillor Liz Atkins

MOTION

- 1. That Council note that the 8th of March is International Women's Day, and this is a key day for celebrating the wins of the women's movement and fighting for further systemic change.
- 2. That Council note that the gender pay gap of 28% persists in Australia, and that Australia has one of the most gender segregated labour forces in the OECD, with most women working in systematically underpaid roles like early childhood education, school support, aged care and disability support, cleaning, hairdressing, nursing, and school teaching.
- 3. That Council note the recent recommendations of the Women's Equality Taskforce, and the recent reports of the early learning sector by the Australian Consumer Commission and the United Workers Union
- 4. That Council note that in particular the Women's Economic Equality Taskforce stresses the importance of supporting a pay increase for early childhood educators, the universalisation of early childhood education & care for families, paid placements for feminised industries like health and education, and employment targets for women and minorities to address segregation in the workforce.
- 5. That Council note it plays a key role in the provision of long day care and pre-school in the area.
- 6. That Council commend early childhood educators in the United Workers Union for taking action on 8 March for a pay increase.
- 7. That Council reiterate support for the LGNSW motion to negotiate with the union, and requests an update from LGNSW on its progress.

Background

Council previously passed C1123(1) Item 23 which recognised the matters set out in points 3 and 4, and is awaiting a report on how Council can assist First Nations families, including to apply for child care and child care subsidies and the cost of subsidising any gap fees between the Childcare Subsidy and our service fees for First Nations families, as part of providing universal early learning in the LGA and assisting in closing the gap for Aboriginal and Torres Strait Islanders.

We also passed C0923(1) Item 35 and with Randwick and City of Sydney Councils moved the following successful motion at the 2023 LGNSW Conference:

That Local Government NSW commits to supporting councils to recruit and retain early childhood educators by:

1. calling on the NSW State Government to:

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- a) increase support for public early childhood education services, including extending the paid placement funding offered to Early Childhood Teacher students to Diploma and Certificate III students, and;
- b) support councils to expand high quality early childhood education and care through long daycare, out of hours care, pre-school, and occasional care.
- 2. bargaining with the United Services Union and its members in good faith to achieve an increase to wages for early childhood educators above inflation, as well as leave provisions and hazard pay that reflect the risk of infection associated with work in early childhood education.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS



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Item No:	C0324(1) Item 42
Subject:	NOTICE OF MOTION: EXTENDING THE SWIMMING SEASON AT FANNY DURACK AQUATIC CENTRE
From:	Councillor Liz Atkins and Councillor Dylan Griffiths

MOTION

- 1. That Council notes that Inner West aquatic centres will need to be a part of our strategy to deal with a heating climate.
- 2. That Council receive a report that considers extending the swimming season at Fanny Durack Aquatic Centre including any cost of upgrading lights at the pool to permit an extended season and opening hours, the report to be provided to permit consideration in the context of the 2024/25 Budget considerations.

Background

Council considered extending the season at Fanny Durack Aquatic Centre after a trial in 2017. The report to 27 June 2017 Council meeting is attached. However, Council decided at its December 2023 meeting C1223(1), Item 33 as follows:

- 1. That Council identify cooling centres within each suburb, create a list and publicise them on Council's website, media and social media, from December 2023 to February 2024, to be amplified on days above 40°C or when the NSW Department of Planning and Environment and NSW Health Air Quality Indicator is Poor or worse.
- 2. That emergency contingency plans be established for late night opening of Council buildings in the event of the Bureau of Meteorology issuing a severe or extreme heatwave warning for the Inner West Local Government Area.

Our pools will need to be a significant part of our strategy for dealing with a heating climate and we should start to consider ways of making them more available, i.e. later in the evening after the sun has set, and during the month before daylight saving starts and after daylight saving ends. We know that our community supports this as we have received petitions on a number of occasions in relation to Fanny Durack Aquatic Centre. We will also need to consider other costs such as staffing.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

1. C0617 Item 16: Review of the Trial Extension of the 2016/17 Swimming Season at Fanny Durack Aquatic Centre



Council Meeting 27 June 2017

Item No: C0617 Item 16

Subject: REVIEW OF THE TRIAL EXTENSION OF THE 2016/17 SWIMMING SEASON AT FANNY DURACK AQUATIC CENTRE

File Ref: 16/5564/43658.17

Prepared By: Peter Montague - Coordinator Recreation, Planning and Programs

Authorised By: John Warburton - Deputy General Manager Community and Engagement

SUMMARY

This report details the outcomes of the trial extension of the FDAC opening season through April 2017. It considers the community benefit (reflected through attendance) and financial implications and uses this evidence to inform consideration of a longer term extension to FDAC seasonal operations.

RECOMMENDATION

THAT:

- 1. Council notes the outcomes from the trial extension of the 2016/17 swimming season at Fanny Durack Aquatic Centre;
- 2. Council continues to operate the Fanny Durack Aquatic Centre from October to March each year;
- 3. Council writes to the head petitioner informing them of the outcome of the trial and thanking them for their initiative; and
- 4. Council writes to Belgravia Leisure expressing appreciation for their cooperation in undertaking the operation of Fanny Durack Aquatic Centre during April 2017.

BACKGROUND

Following receipt of a petition with over 800 signatures on 16 February 2017 at a meeting with the head petitioner, negotiations were undertaken with Belgravia Leisure, Council's service provider, regarding a trial extension of the 2016/17 swimming season at Fanny Durack Aquatic Centre (FDAC). Terms were agreed (including an increased level of operational subsidy as well as the recording of relevant statistics and the prevailing weather conditions) and a report was considered at the first available Council Meeting of 28 March 2017. The date of the Council meeting meant that there would be only 3 days' notice of the commencement of the trial on 1 April 2017. Council officers worked closely with Belgravia Leisure to ensure operational resources (staffing and materials) were prepared should the trial proceed.

At the meeting of 28 March 2017, the Administrator determined that:

"Council endorse a trial extension of the operations of the Fanny Durack Aquatic Centre till the end of April 2017 and receive a report in June 2017 to summarise and review the trial extension."

Following the Administrator's decision, the extension of the season was promoted to all regular users of FDAC as well as through the Annette Kellerman Aquatic Centre also operated by Belgravia Leisure. On site notices were displayed and media releases issued in the local media. It should also be noted that:

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- FDAC is not designed for use after dark and the onset of daylight saving from 2 April 2017 resulted in the hours of use decreasing with the available daylight throughout the month; and
- the service offered was informal swimming there was no inclusion of scheduled programs such as aqua aerobics etc.

Attendance

Total attendance for the month of April was 1588 (see <u>ATTACHMENT 1</u>) with an average daily attendance of 53 people. Weekends tended to be the most popular days with attendance typically reduced on weekdays. The trial extension coincided with the school holidays (8 to 25 April 2017) and the Easter weekend (14 – 17 April 2017). The majority of attendees during the trial period were adults (55%), while primary aged children and babies accounted for 37% of attendance.

Weather has an evident influence on attendance at outdoor aquatic facilities. According to the statistics recorded by the Bureau of Meteorology at the closest recording sites (see **<u>ATTACHMENTS 2 and 3</u>**), there was a significant amount of rain from Sunday 2 April to Wednesday 5 April 2017 (total 49mm). Thereafter the month was reasonably dry with only two other days recording rain. The total monthly rainfall for April 2017 was 71mm against an average of 106mm. Temperatures ranged from 8°C to 28°C with the final weekend having noticeably lower temperatures than the remainder of the month. Average monthly temperatures for April 2017 were 23.8°C against an average of 23.4°C. Based on these statistics, it can be concluded that while slightly drier than the norm, the weather in April 2017 was typical of the time of year. It is therefore reasonable to conclude that attendance at FDAC was not unduly influenced by weather during the trial period.

FINANCIAL IMPLICATIONS

Council currently pays a flat monthly service fee to subsidise the operation of FDAC from October 2016 to March 2017.

The financial terms agreed with Belgravia Leisure to extend the operations at FDAC for the month of April 2017 included an increased service fee. It was also agreed that Council would budget for any operational gains or losses made as a result of the trial. This agreement was based on the exclusion of costs and overheads which were not considered relevant to the trial period from the service provider's operational figures. Examples of these costs are staff training and recruitment, staff uniforms, program wages, school swim instructor, squad coach and aqua aerobics instructor.

Following the end of the trial, Belgravia Leisure has provided a copy of the accounts for the month of April 2017 which indicate that with the inclusion of Council's subsidy, the operations were cost neutral. It can therefore be concluded that the increased level of subsidy is a reliable indicator of the cost to Council for the additional month of operations during April 2017.

The following table lists the subsidy provided by Council per attendee at FDAC throughout the swimming season including the trial period.

Month	Council subsidy per attendee (\$)
Oct 2016	4.07
Nov 2016	4.02
Dec 2016	2.55
Jan 2017	2.11
Feb 2017	3.29



Council Meeting 27 June 2017

Mar 2017	11.69
Apr 2017	29.23
L	

The noticeably increased subsidy per attendee in March 2017 is a result of comparatively low attendance due to the high rainfall during the month. It rained on 19 days during March and a total rainfall of 267mm was recorded against an average of 107mm. While not unduly affected by the weather, the further increase in subsidy per attendee in April 2017 reflects the reduced attendance levels combined with the increased service fee paid by Council.

Owing to the reduced daylight hours during April, the operating hours were necessarily reduced. To facilitate community access for the same opening hours as the rest of the season, Council would need to consider the provision of an appropriate standard of lighting and associated costs.

The budget has been amended to reflect the additional contribution paid to Belgravia for the 2016/17 financial year.

OTHER STAFF COMMENTS

Staff from Council's Finance team were engaged in the preparation of this report with their comments noted in the financial implications section.

PUBLIC CONSULTATION

The head petitioner was notified of the Administrator's decision to run the trial extension. The trial was promoted to all regular users of FDAC as well as through the Annette Kellerman Aquatic Centre also operated by Belgravia Leisure. On site notices were displayed and media releases were issued in the local press. Nonetheless it should be noted that there was a limited amount of time available for promotion between Council's decision and the commencement of the trial.

CONCLUSION

In response to a petition from community members, Council conducted a trial extension of the operating season at FDAC through to the end of April 2017. The weather was typical of the time of year and the extension coincided with school holidays and Easter weekend.

Adequate promotion of the extended swimming season and the inclusion of some aquatic programs would likely result in a slight increase in attendance numbers and there is no doubt that the swimmers who did attend FDAC during April 2017 were appreciative of the opportunity. Accounting for these factors, the level of attendance was substantially lower during the trial compared to the rest of the season. Combined with the financial impact of an increased subsidy and potential cost of lighting, the long-term provision of an extended swimming season at FDAC is not considered to represent reasonable value to the majority of Inner West Council ratepayers.

ATTACHMENTS

- 1. Fanny Durack Aquatic Centre April 2017 trial extension stats
- 2. BoM rainfall April 2017
- 3. BoM temperature April 2017

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Item No:	C0324(1) Item 43
Subject:	NOTICE OF MOTION: ASBESTOS - CONSTRUCTION WASTE AND THE CIRCULAR (MOTION FOR NATIONAL GENERAL ASSEMBLY)
From:	Councillor Marghanita Da Cruz

<u>MOTION</u>

- 1. That Council endorse the following motion to be submitted to the 2024 National General Assembly.
- 2. That this National General Assembly calls on the Australian Government to ensure sufficient funding of regulation of the Waste industry including monitoring handling of Construction Waste in the Circular Economy in particular the handling of hazardous materials.

Background

The national objective and summary of key arguments is outlined in the attached completed National General Assembly Proposed Motions template.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

1. <u>U</u> Completed National General Assembly Proposed Motions Template

2024 NATIONAL GENERAL ASSEMBLY PROPOSED MOTION

ASBESTOS – CONSTRUCTION WASTE AND THE CIRCULAR

MOTION DETAILS

This National General Assembly calls on the Australian Government to ensure sufficient funding of regulation of the Waste industry including monitoring handling of Construction Waste in the Circular Economy in particular the handling of hazardous materials.

NATIONAL OBJECTIVE

Why is this a national issue and why should this be debated at the National General Assembly (Maximum 200 words).

Building stronger partnerships across governments to deliver on national priorities.

SUMMARY OF KEY ARGUMENTS

Background information and supporting arguments (Maximum 500 words).

The contamination of mulch with asbestos across Sydney and the ACT over many years has come under the spotlight. The contamination of the mulch has put workers and the community at risk during construction, use and end of life for the mulch and soil. Evidence in Harold Park in Inner Sydney indicates the failure of disposing of this hazardous material has been regularised over many years.



Item No:C0324(1) Item 44Subject:NOTICE OF MOTION: NEWTOWN STREET PARTYFrom:Deputy Mayor Chloe Smith

MOTION

- 1. That Council notes that the Newtown Street Party celebrates the vibrant and diverse community of Newtown, and is an example of how Council can work with local businesses to support more live music, street pedestrianisation, and economic activation.
- 2. That Council notes that the event also serves as an important fundraising opportunity for Newtown Neighbourhood Centre, with more than \$10,000 in gold coin donations raised in the last two years of the event.
- 3. That Council thanks Young Henrys and Solotel's Courthouse Hotel for their ongoing partnership with Council to hold the event, noting that this event could not proceed without Council's support.
- 4. That Council supports holding the Newtown Street Party as a permanent annual event.
- 5. That Council support Young Henrys and the Courthouse Hotel to secure the future of the Newtown Street Party as an annual event, including providing support for arts and cultural funding applications.

Background

The Newtown Street Party is a collaboration between Inner West Council and two prominent local Newtown businesses, Young Henrys brewery and Solitel's Courthouse Hotel.

The event began as a celebration of Young Henrys' Newtowner Pale Ale, created 10 years ago to celebrate the 150th birthday of the suburb of Newtown, in collaboration with the Courthouse Hotel, the first pub to pour the Newtowner. Both businesses are active and well-loved members of the Inner West community.

The event has since evolved as a celebration of all things Newtown, showcasing local artists with all-day live music performances, and hosting street stalls serving local food and beverages.

The event also serves as an important fundraising opportunity for Newtown Neighbourhood Centre, raising over \$10,000 in gold coin donations for the NNC in the last two years.

The Newtown Street Party aligns with Council's intent to support local arts, live music, and activation of main streets and precincts

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Council Meeting 5 March 2024

Item No:C0324(1) Item 45Subject:NOTICE OF MOTION: MARDI GRAS FAIR DAYFrom:Councillor Mathew Howard

MOTION

- 1. That Council expresses disappointment that Mardi Gras Fair Day was cancelled in 2024 following asbestos contamination in Victoria Park.
- 2. That Council thanks the Mayor and senior staff for acting quickly and offering Inner West Council's parks and services as an alternative venue.
- 3. That Council requests officers meet with representatives from Sydney Gay and Lesbian Mardi Gras to deepen engagement with Mardi Gras in future years.
- 4. That given the proximity of the Fair Day event to Inner West Council, and the number of Inner West residents who participate, request officers organise an Inner West Council stall at Mardi Gras Fair Day on an annual basis.

Background

The Inner West is home to one of the largest concentrations of LGBTIQA+ people and communities in Australia.

Following the discovery of asbestos in contaminated recycled mulch in Victoria Park, this year's Fair Day celebration was unfortunately cancelled. The Mayor and senior staff made the offer of using our local parks and facilities, however, it was sadly too late to shift the venue. Fair Day has previously been hosted at Camperdown Memorial Rest Park.

Given the importance and popularity of Mardi Gras and Fair Day to the inner west residents, this motion requests that staff meet with Sydney Gay and Lesbian Mardi Gras to see how we can better connect our successful programs to the Mardi Gras program, and to request staff to host a stall at Fair Day each year.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS



Item No:C0324(1) Item 46Subject:NOTICE OF MOTION: BIRD PROTECTION AT MARRICKVILLE METROFrom:Councillor Mathew Howard

<u>MOTION</u>

That Council write to the management of the Marrickville Metro Shopping Centre requesting that following the deaths of native birds, they take action to eliminate bird strikes on the glass walkway connecting the two halves of the shopping centre over Smidmore Street.

Background

The new glass walkway over Smidmore Street, while a beautiful and convenient addition to the shopping centre, does not adequately protect native birds from bird strikes. Several residents have contacted me to raise concerns that the glass panels do not provide adequate deterrence, leading to bird deaths.

Thousands of lorikeets and other native species inhabit the large trees on Smidmore Street, immediately adjacent to the walkway.

Installing decals or other design features to deter birds from striking the glass.

Officer's Comments:

No further comments were required for this Notice of Motion.

ATTACHMENTS

Item No: C0324(1) Item 47

Subject: QUESTION ON NOTICE: STAFF DISTRIBUTION

From: Councillor John Stamolis

Question

Please review and correct any data in the table below. The data have been sourced from Council's Annual Reports.

	YE21		Y	E22	YE23	
Full time	928	65.3%	892	61.0%	898	56.8%
Part time	151	10.6%	120	8.2%	123	7.8%
Casual	343	24.1%	407	27.8%	504	31.9%
Fixed term	0	0.0%	44	3.0%	56	3.5%
Total	1,422	100.0%	1,463	100.0%	1,581	100.0%

<u>Answer</u>

The Office of Local Government circular published on 14 December 2021 required councils to publish labour statistics based on a "relevant day" fixed by the Secretary of the Department of Planning, Industry and Environment each year (Secretary DPIE).

The dates chosen by the Secretary DPIE for the 2021/22 and 2022/23 annual report is 25 May and 22 November of 2022. This "relevant day" requirement was not in effect for the 2020/21 annual report, the employee data therefore reflected 30 June 2021. At that time fixed term employee data was not required to be reported separately. Please see an updated table below that provides this additional fixed term data break up consistent with the 2021/22 and 2022/23 annual reporting.

Relevant Date	30-Jun-21		25-May-22		22-Nov-22	
Annual Report	2020/2021		2021/2022		2022/2023	
Perm Full Time	877	61.7%	892	61.0%	898	56.8%
Perm Part Time	134	9.4%	120	8.2%	123	7.8%
Casual	343	24.1%	407	27.8%	504	31.9%
Fixed Term	68	4.8%	44	3.0%	56	3.5%
Total	1422	100.0%	1463	100.0%	1581	100.0%

Question

Why has the staff mix moved to a greater proportion of casual and fixed term staff?

<u>Answer</u>

From the annual report year of 2021/2022 to 2022/2023, the relevant date is within the same year of 2022. Seasonally, the likely increase in casuals in November 2022 in comparison to May 2022 is due to the summer season where it impacts our aquatic service and grass verge mowing.

In addition to the increase of casuals due to seasonal demands, from 1 July 2022 Council recommenced management of the Annette Kellerman and Fanny Durack Aquatic Centres. This is the largest factor to the increase of casual staff. As this included the engagement of all the existing casual staff with varying roles of pool lifeguards, pool supervisors, creche assistants, customer service, health and fitness trainers and learn to swim instructors.

The increase in the number of contingent staff, particularly casuals, could also be partly attributed to Children's Services who worked in increasing their casual pool of Educators who can backfill gaps in rosters that results from unplanned leave/absence and vacancies. There has been a skills shortage crisis in the Education and Care sector and having a healthy and reliable casual pool has helped Children's Services to meet their obligations under the regulations.

From 2021 there has been an overall decrease in fixed term positions.

Question

What areas have seen reductions in full-time and part-time staff?

<u>Answer</u>

The decreasing percentage of full-time staff is a result of increasing proportion of other employment types, particularly casuals. Overall there has not been a reduction in full time staff as seen in the absolute/round figures in the table above.

With regards to part-time employees, the changing numbers are due to normal fluctuations resulting from attrition or staff turnover, flexible working arrangements that finished, or staff permanently increasing hours of work to full-time.

<u>Question</u>

What is causing the rise in the proportion of casual staff during this term of Council? What are these casual positions predominantly for?

<u>Answer</u>

Refer to the answer for question 'Why has the staff mix moved to a greater proportion of casual and fixed term staff?' above.

Question

What has caused the need for fixed term positions during this term of Council? What are these positions for? What is causing the increase in the number of these positions?

<u>Answer</u>

Of the 56 fixed term positions in 2022/2023, 43% are from the Planning Directorate. Mainly covering student development assessment and strategic planning positions. Reasons for the increase are due to increasing uptake of interns/students/trainees. As well as increasing term contract employees as backfill replacements for maternity leave relief positions, flexible working arrangement, project-based roles and employees on extended leave.

ATTACHMENTS



Item No:C0324(1) Item 48Subject:QUESTION ON NOTICE: EV CHARGINGFrom:Councillor John Stamolis

Comment by the General Manager:

Answers to the questions will be provided at the Ordinary Council meeting in April 2024.

Question

How many temporary footpath occupancy licences were issued by Council to support the pilot for EV charging? Are these numbers available by Council ward?

Question

How long were these licences valid for?

Question

Are there any summary findings as a result of the pilot?

Question

Which Council car parks are being selected for EV charging? How many charging points will be provided in total as part of this initiative?

ATTACHMENTS



Item 49

Item No: C0324(1) Item 49

Subject: QUESTION ON NOTICE: SECURITY BONDS, DEPOSITS AND RETENTIONS

From: Councillor John Stamolis

Comment by the General Manager:

Answers to the questions will be provided at the Ordinary Council meeting in April 2024.

Questions

Council's annual report shows that Councils' liabilities included \$27.9 million as security bonds, deposits and retentions of which 88% is not expected to be repaid over the following 12 months.

By way of example, based on yields as supplied in Council's investment report, this \$24.5 million (88%) could accrue interest from \$860,000 to \$1.2 million over a year.

- 1. Is Council able to categorise the data for security bonds, deposits and retentions into high level categories which can be better understood by the public?
- 2. Is this money held in interest bearing accounts? If so, can Council provide the average interest rate and/or provide a breakdown (0%, 0.01% to 0.99%, 1.0% to 1.99% etc)?
- 3. Under the LGA Act, is Council required to ensure that these holdings accrue interest?
- 4. Under the LGA Act, is Council required to repay accrued interest to the customer?
- 5. Does Council currently pay the accrued interest on these amounts to customers? Please provide information as to which accrue interest, which do not and the reason for this.

ATTACHMENTS

Council Meeting 5 March 2024

Item No: C0324(1) Item 50

Subject: QUESTION ON NOTICE: ROZELLE PARKLANDS \$20 MILLION

From: Councillor John Stamolis

Please note the Mayoral Minute, December 2023.

- 1. That Council welcome the commitment of Roads Minister John Graham of an additional \$20 million from the NSW Government to Council to improve Rozelle Parklands and provide additional facilities within the local community.
- 2. That Council write to the Government thanking them for their acknowledgement of the need to further improve Rozelle Parklands and accepting their proposal to fund a new Masterplan which Council will undertake.
- 3. That Council receive a report at the February Ordinary Council Meeting about the Government's proposed \$20 million investment, including an initial assessment of what facilities and amenities could be provided in the Rozelle Parklands and in nearby locations through the funding.
- 4. That Council note the advice from Transport for NSW that an all-weather sporting surface cannot be delivered under the existing conditions of consent for Rozelle Parklands and commence community consultation on nearby locations where an all-weather surface could be delivered by Council for the benefit of local clubs. Potential locations for the community to be consulted on include Waterfront Drive (Callan Park), Leichhardt no.2, Easton Park, and Balmain Road playing fields (Callan Park).
- 5. That Council commence the new Masterplan process as soon as possible, including holding an initial community consultation event at the pending opening of the Rozelle Parklands.
- 6. That Council write to local residents in Rozelle, Lilyfield, Annandale, Leichhardt, and Balmain to inform them of the \$20 million funding commitment by the NSW Government and Council's intention to commence the new Rozelle Parklands Masterplan.
- 7. That Council urgently convene a meeting with local sports Clubs and Transport for NSW to discuss the design of the new amenities block at Rozelle Parklands as well as expediting the availability of the sporting fields.

Please see the questions as follows:

Question

How was the amount \$20 million determined? Did Council determine this amount? Did the Minister or Transport for NSW determine the amount?

<u>Answer</u>

See Minister's letter on the matter.

<u>Question</u>

What was included in the \$20 million at the time the funds were discussed?



<u>Answer</u>

See Minister's letter on the matter.

Question

Under what State Government provision or budget category was this \$20 million provided by the Minister to Inner West Council? For example, is it defined as compensation?

<u>Answer</u>

See Minister's letter on the matter.

Question

How much of the \$20 million will be needed to complete planning and additional works for the Rozelle Parklands? Please itemise the cost of planning and the main works needed.

Answer

This is dependent upon the outcomes of the masterplan which is currently underway.

Question

Why couldn't a synthetic sports field be placed at Rozelle Parklands as originally in the plans? Why was it removed in late 2022?

<u>Answer</u>

Transport for NSW notified that there are engineering constraints pertaining to the electrical cables beneath the Parklands which meant the sportfields needed to be a natural surface.

Question

Balmain Road Field and Waterfront Oval are within the iconic 'Callan Park' parklands, which is under the control of Greater Sydney Parklands. Did Council seek approval from the GSP in before commencing community consultation about synthetic fields in Callan Park?

<u>Answer</u>

The current body of work is early community consultation which will lay the foundation for consultation with the Greater Sydney Parklands a part of a future stage.

ATTACHMENTS

1. Letter from Minister, The Hon John Graham MLC



The Hon John Graham MLC

Special Minister of State, Minister for Roads, Minister for the Arts, Minister for Music and the Night-time Economy, Minister for Jobs and Tourism, Deputy Leader of the Government in the Legislative Council



Item 50

Ref: BN23/00652

Councillor Darcy Byrne Mayor Inner West Council PO Box 14 Petersham NSW 2040

Re: Rozelle Parklands

Dear Cr Byrne,

As part of the Rozelle Interchange project, Transport for NSW (Transport) will deliver the Rozelle Parklands, 10 hectares of public parkland and open space for community of Rozelle and the Inner West.

The Rozelle Parklands Working Group was established to determine the Parklands' optimal 'end state' and ensure all perspectives were considered.

The report outlines a preferred Parklands' 'end state', which includes recreation, sporting activities and fields, amenities and facilities, and parking changes.

Transport progressed the delivery of the majority of the recommendations including:

- an oval field with a natural turf surface for various sports
- a rectangle field (without a synthetic surface
- two multi-purpose courts (not four as proposed)
- a facility building
- lighting for both the oval and rectangle fields, and the multi-purpose courts
- a toilet facility within the vicinity of the BBQ and playground
- bus drop-off area near a park entry point
- parking study, to determine the local area's potential traffic impacts arising from the Parklands' increased use.

As you have outlined, several items have not been implemented by Transport, which include:

- A synthetic surface on the rectangle field
- two of the four multi-purpose courts
- a pedestrian crossing between the Parklands and Easton Park
- parking changes on Lilyfield Road to increase parking.

52 Martin Place Sydney NSW 2000 GPO Box 5341 Sydney NSW 2001 02 7225 6030 nsw.gov.au/ministergraham Attachment 1

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Following your representations, I understand the importance of these facilities for sporting organisations and the Inner West Community.

Given this strong sentiment, Transport has been working with Inner West Council on opportunities to consider the needs, and where appropriate how the outcomes can be delivered in or near the Rozelle Parklands to meet community needs.

It is proposed that Inner West Council lead a Master Plan for the Rozelle Parklands and associated consultation with the community.

The Masterplan would consider elements such as:

- refinements to the parklands to enable improvements over time (without changing the existing layout)
- the need and justification for additional parking
- potential to deliver additional multipurpose courts and synthetic all-weather sporting fields at alternate locations within proximity to the Parklands.

We will provide \$250,000 in funding for the delivery of the Master Plan.

Transport would normally lead the delivery of these items as it has done for the rest of the Rozelle Parklands. However, as these would be Inner West Council assets that need to be delivered to your specifications and requirements, on Inner West Council land, the cost effective and efficient way for them to delivered is by Inner West Council. As such, it is proposed that funding be provided to Inner West Council for their delivery.

A funding envelope of \$20 million will be made available to Inner West Council for the delivery of the items identified through the Master Plan.

Following the completion of the Master Plan, the funds would be transferred to Council when the total costs to deliver improvements within their Local Government Area are known.

As you would be aware the intent has always been that Transport would deliver the Rozelle Parklands, and they would be managed and maintained by Inner West Council through a Care, Control and Management agreement.

Transport is in the process of providing Inner West Council with the required asset information to prepare to operate and manage the Parklands, as such no agreement is currently in place with Council to manage the Parklands.

Transport has agreed to manage the Rozelle Parklands until an agreement can be entered with Inner West Council, to operate and maintain the site.

As recently discussed and proposed, Inner West Council will enter into a Care, Control and Management agreement for the Rozelle Parklands at no cost to Transport, and they will take control of the Parklands by November 2024.

If you require any further information, please contact Mr Steve Issa, Executive Director, Community and Place, Greater Sydney, Transport for NSW, on 0403 098 121.

Sincerely,

John Graham MUC Special Minister of State, Minister for Roads, Minister for the Arts, Minister for Music and the Night-time Economy, Minister for Jobs and Tourism, Deputy Leader of the Government in the Legislative Council

01/12/23.

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Attachment 1



Item No:C0324(1) Item 51Subject:QUARTERLY STRATEGIC INVESTMENT PROPERTY REPORT –
JANUARY 2024Council at its meeting on 13 February 2024 resolved that the matter be
deferred to the meeting to be held on 05 March 2024.Prepared By:Scott Mullen - Strategic Investments and Property ManagerAuthorised By:Kelly Loveridge - Director Corporate

RECOMMENDATION

That Council receive and note the report.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

3: Creative communities and a strong economy

DISCUSSION

Council will move into closed session to deal with the Quarterly Strategic Investment Property Report – January 2024, for information which is classified as confidential under Section 10A(2)(d)(c) of the *Local Government Act 1993*. The matter is deemed confidential, as the matter is commercial information of a confidential nature that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.

Pursuant to section 10A(2), 10(2) and 10A(3) of the *Local Government Act 1993*, the media and public will be excluded from the meeting on the basis that the business to be considered is classified as confidential under section 10A(2)(d)(c) of the *Local Government Act 1993*.

ATTACHMENTS

1. Quarterly Strategic Investment Property Report – January 2024 - Confidential

This attachment is confidential in accordance to information (Section 10A(2)(c) of the Local Government Act 1993) that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business.



Item No:C0324(1) Item 52Subject:TFNSW LITIGATION - CAMDENVILLE PARKPrepared By:Matthew Pearce - General CounselAuthorised By:Peter Gainsford - General Manager

RECOMMENDATION

That Council adopt the recommendations contained in Confidential Attachment 1.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

4: Healthy, resilient and caring communities

DISCUSSION

Council will move into closed session to deal with the TfNSW Litigation - Camdenville Park, for information which is classified as confidential under section 10A(2)(d)(g) (of the *Local Government Act 1993*) that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

Pursuant to section 10A(2), 10(2) and 10A(3) of the *Local Government Act 1993*, the media and public will be excluded from the meeting on the basis that the business to be considered is classified as confidential under section 10A(2)(d)(g) of the *Local Government Act 1993*.

ATTACHMENTS

1. Confidential Report - TfNSW Litigation - Camdenville Park - Confidential

This attachment is confidential in accordance to advice concerning litigation, or advice (Section 10A(2)(g) of the Local Government Act 1993) that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

2. Site Plan of the Acquired Land in Camdenville Park - Confidential

This attachment is confidential in accordance to advice concerning litigation, or advice (Section 10A(2)(g) of the Local Government Act 1993) that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.