



POLICY MEETING

12 April 2016

Members of the public are encouraged to attend Council Meetings from 6:45pm.

Council will consider confidential reports from 6:30pm and then re-open the Meeting to the Public at approximately 6:45pm.

Please note Council Meetings are recorded for the purpose of verifying the accuracy of the minutes. Appropriate language by speakers should be used at all times. Opinions expressed or statements made by members of the public during the meeting are the opinions or statements of those individual persons and are not opinions or statements of Leichhardt Council; and under no circumstances are meetings to be recorded by a member of the gallery without Council's consent.

LEICHHARDT MUNICIPAL COUNCIL

POLICY MEETING OF COUNCIL

NOTICE IS HEREBY GIVEN THAT A **POLICY MEETING** OF THE LEICHHARDT MUNICIPAL COUNCIL WILL BE HELD IN THE COUNCIL CHAMBERS, LEICHHARDT TOWN HALL, 107 NORTON STREET, LEICHHARDT, ON 12 APRIL 2016 at 6:30 PM.

Peter Head
GENERAL MANAGER

5 April 2016

BUSINESS :

**** ACKNOWLEDGEMENT OF COUNTRY**

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

**** APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE AND/OR CONDOLENCES**

**** DECLARATION OF PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS**

**** CLOSED COUNCIL - CONSIDERATION OF CONFIDENTIAL REPORTS (MEETING CLOSED TO THE PUBLIC)**

**** OPEN COUNCIL MEETING RESUMES**

**** PUBLIC INVITED TO ADDRESS MEETING ON AGENDA ITEMS**

The Mayor will remind the public to be respectful whilst speaking and that before speaking they must provide their full name and suburb of residence so that these details can be recorded in the minutes.

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The General Manager to read out the recommendations made in Closed Council.

SECTION 2 - HIGH PRIORITY ITEMS

ITEM 2.1 DRAFT SUBMISSION LIQUOR LAW REFORM

Division	Environment and Community Management
Author	DIRECTOR ENVIRONMENT AND COMMUNITY MANAGEMENT
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment Business in the community Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To provide Council with the draft submission to the Callinan Liquor Law Review
Background	<p>On 23 February 2016 Council resolved (C38/16) to prepare a submission to the Callinan Review of the NSW Lockout Laws which proposes:</p> <ul style="list-style-type: none"> a) <i>the establishment of a legislative definition of live music and performance venues as distinct from other licensed premises. Live music and performance venues should be given consideration in licensing and planning processes to cut costs and red tape and encourage jobs and opportunities for live music and performance sectors.</i> b) <i>live music and performance venues should be granted trading conditions that compensate for reduced trading during performance times including extended trading hours of operations to keep customers at the venue after the show is over. This should include exemptions for live music venue from new lockout legislation.</i>
Current Status	NIL
Relationship to existing policy	Council resolution C38/16
Financial and Resources Implications	Nil, this proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure.
Recommendation	That Council forward a submission as outlined in Section 2 to the Callinan Review of NSW Liquor Law Reforms.

Notifications	NIL
Attachments	<ol style="list-style-type: none">1. Submission prepared by the Office of Live Music2. Submission prepared by Music Australia to the Senate Inquiry into Alcohol Fuelled Violence and the Callinan review of NSW Liquor Reform

Purpose of Report

To provide Council with the draft submission to the Callinan Liquor Law Review.

Recommendation

That Council forward a submission as outlined in Section 2 to the Callinan Review of NSW Liquor Law Reforms.

Background

On 23 February 2016 Council resolved (C38/16) to prepare a submission to the Callinan Review of the NSW Lockout Laws which proposes:

- c) *the establishment of a legislative definition of live music and performance venues as distinct from other licensed premises. Live music and performance venues should be given consideration in licensing and planning processes to cut costs and red tape and encourage jobs and opportunities for live music and performance sectors.*
- d) *live music and performance venues should be granted trading conditions that compensate for reduced trading during performance times including extended trading hours of operations to keep customers at the venue after the show is over. This should include exemptions for live music venue from new lockout legislation.*

Report

1.0 History

On 30 January 2014 the NSW Parliament passed the *Liquor Amendment Act 2014* which introduced a number of reforms to address alcohol related violence, including a 1:30a.m lockout and 3:00a.m cease alcohol sales for licensed premises in the Sydney CBD and Kings Cross Precincts as well as a state wide 10p.m restriction on take-away liquor sales and the introduction of a periodic liquor licence fee scheme. The NSW Government stated that the changes were introduced to:

- a) reduce alcohol-related violence and anti-social behaviour in the precincts
- b) improve the safety and general amenity in the precincts, particularly late at night; and
- c) reinforce to the community that alcohol related violence will not be tolerated.

Other regulatory changes were also introduced, including a freeze on new liquor licences in the Sydney CBD Entertainment Precinct and an extension of a similar freeze in the Kings Cross Precinct that was in place since 2009.

In March 2014 the City of Sydney released the *Live Music and Performance Action Plan* which identified a number of challenges facing the Live Music Industry including

the fact that liquor freezes, 'lockouts' and licensing saturation management tools may have the unintended consequence of restricting the establishment of culturally focused, liquor-licensed, live music and performance venues in key locations. The Action Plan recommended a number of measures to promote Live Music Venues in the context of the state government objective to reduce alcohol related violence, including:

- research alcohol consumption patterns in live music and performance venues in order to identify and assess lower risk business models focused on cultural activity
- advocate more appropriate liquor licensing conditions for live music and performance venues based on the outcomes of the above research, the nature of these venues and their contribution to the cultural life of the city
- encourage the NSW government to consider exemptions for venues whose primary purpose is live music and performance in relation to the state government introduced measures where it is demonstrated that such venues will not increase the risk of violence or antisocial behaviour

On 11 February 2016 the NSW government announced an independent review of the effectiveness of liquor law reforms which were introduced in February 2014. The Review will:

- consider the effectiveness of the 1:30 a.m lockout and 3:00a.m last drinks laws in relation to alcohol related violence and impacts on businesses, their patrons and the community generally
- consider the 10p.m take away liquor laws and the impacts of the periodic licence fee system on business viability and vibrancy
- include an analysis of both quantitative and qualitative data sources, including data from the NSW Bureau of Crime Statistics and Research relating to alcohol related violence and anti-social behaviour.

On 9 March 2016 a series of 'roundtable' discussions were announced by the Deputy Premier and Minister for Justice and Police. Hospitality, live music, youth, liquor industry, health, police, transport, council, small business, planning and resident representatives have been invited to attend the roundtables to work together to progress a night time economy that is safe and vibrant. Three roundtables are being held and the outcomes will be provided to the Callinan Review.

On 21 March 2016 the NSW Government released a Background Paper and confirmed that submissions are due on 4 April 2016. The Paper identified some of the issues that have arisen in relation to the 1.30am lock out laws and 3am cease alcohol sales measures as:

- a) impacts on alcohol related violence, anti-social behaviour and public safety
- b) impacts upon venue practice and behaviour, including compliance with the Liquor Act and with other relevant requirements
- c) financial and other impacts on owners and operators,
- d) impacts on residents

- e) financial and other impacts upon other industry sectors (e.g live music and non-licensed venues such as food and other businesses)

2.0 Leichhardt Councils Draft Submission to the Callinan Review of Liquor Law Reform

Leichhardt Council has been exploring ways to help Live Music venue operators negotiate the approvals process, manage noise and open up new spaces to performers. Councils adopted policies to progress this strategic direction include:

- a 'Good Neighbour Policy' which supports the 'agent of change principle' that protects existing compliant Live Music venues from complaints from new development and residents
- changes to the *Leichhardt Local Environmental Plan 2013* to make it easier for small bars to become established
- is working towards the revitalisation of the Parramatta Road corridor as a cultural precinct
- investigating the establishment of a live music development control plan for Parramatta Road which would provide planning incentives and protections for live music and performance venues potentially including extended trading hours for licensed premises.

Council notes and supports the roundtable discussions with key stakeholders which have been instigated by the NSW Government with the aim to promote a safe and vibrant Sydney night-time economy.

Council actively engages in discussions with the National Office of Live Music to promote live music in the local area and is aware of the current discussion about the impacts of the lockout laws on the live music industry. In preparing this submission Council has considered submissions prepared by the Office of Live Music (refer Attachment 1) and Music Australia (refer Attachment 2) to the Senate Inquiry into Alcohol Fuelled Violence and the Callinan review of NSW Liquor Reform.

The National Live Music Office has released data which indicates that there was a 40% drop in live performance revenues at venues within the CBD lockout area in 2014. Some CBD venues now find it difficult to programme original, live music.

Council acknowledges the need for laws and regulations which contribute to a reduction in alcohol fuelled violence but note that Music Australia's submission suggests that the 1:30a.m lockout law does not address:

- violence between patrons within venues who arrived prior to the lock out
- excessive consumption by patrons prior to going out
- excessive early evening consumption of alcohol by patrons motivated by the lock out deadline
- the impacts of moving problem behaviour elsewhere.

Music Australia's submission also notes that the lock out laws have had a significant impact on the live music industry including:

- a decrease in patronage at live music venues
- venues struggling to maintain patronage and viability in affected areas
- artists struggling to find gigs
- a decrease in the critical mass of live music venues needed to support an entertainment precinct and associated businesses in the night time economy
- loss of evening entertainment options, particularly for young people with a corresponding loss of advantage, opportunity and positioning for Sydney and its economy

Council has considered the submission of Music Australia and supports its recommendations, in particular noting the need for:

- national definitions for Live Music venues, Small Bars and other relevant activities which would aid planning policy and regulations,
- integrated management and regulatory environments which optimise balanced and healthy night time economies and provide for public order and industry viability,
- best practice approaches such as those used in Victoria and South Australia and which make specific reference to music venues in planning policies, adopt the agent of change principle, red tape reduction and integrated stakeholder planning,
- exemptions to the 1:30 lockout laws to be granted to sufficient live music venues to restore a critical mass of small, medium and large venues,
- the development of co-ordinated low risk regulations for live music and performance venues, and
- proactive and integrated State and city planning to ensure the provision of live music venues.

Attachments

1. Submission prepared by the Office of Live Music
2. Submission prepared by Music Australia to the Senate Inquiry into Alcohol Fuelled Violence and the Callinan review of NSW Liquor Reform

Liquor Law Review
GPO Box 7060
Sydney NSW 2001

The Live Music Office was established in July 2013, and works to increase opportunities for live music in Australia by identifying and advocating for better policy, regulation and strategy. The opportunity to provide a submission to this enquiry is appreciated. As background,

- 2015 research conducted by the [University of Tasmania](#) estimates the Australian live music industry is worth \$15.7B in economic, civic and individual benefits, and creating 65,000 jobs.
- NSW is the largest contributor at \$3,623M and 23,207 jobs.
- This is consistent with [other research](#), which has identified NSW as representing approx. 32.1% of the venue-based live music industry (Qld – 23.6%, Vic – 22.0%).

The introduction (and without adequate consultation or lead in time for an orderly transition to the new regulatory framework) of the Sydney CBD Plan of Management in 2014 has seen serious unintended consequences for musicians jobs and performance opportunities, diversity and vibrancy in the night economy, and especially for the operators of well run live music venues in the CBD.

In figures released in February by APRA AMCOS through the Live Music Office, there has been a 40% drop in live performance revenue at venues within the Sydney CBD lockdown area through 2014, the first year of operation of the Sydney CBD intervention.

APRA AMCOS analysed its licensing revenue for the period 1 February 2013 to 31 January 2015, and saw additional decreases in the value of fees collected from licence holders within the Sydney CBD Plan of Management lockdown area:

Venues with a Live Artist Performance licence – All premises

- 40% overall decline in the value of door charge receipts
- 15% overall decrease in the value of venue expenditure on live artist performers

Venues with a Live Artist Performance licence – Hotels, bars and nightclubs

- 32% decrease in the value of door charge receipts
- 17% decrease in the value of venue expenditure on live artist performers

Venues with a Recorded Music for Dance Use licence – All premises

- 19% decrease in attendance figures across all venues

The APRA AMCOS licence fee for Live Artist Performances is based on a percentage of the venue's expenditure on live artist performers and a percentage of any ticket charges. The APRA AMCOS licence fee for Recorded Music for Dance Use is based on attendance figures. APRA AMCOS reassesses the value of a venue's licence annually on the anniversary of the licence coming into effect. Accordingly, the full impact of the Sydney CBD lockdown will be reflected in the organisation's data post February 2016.

Underlying these figures is a loss of reputation and confidence for the city nightlife, as audiences migrate away from the city or don't come at all, shifts in programming as venues that formerly had two shows a night can only have one – which then has a multiplicity of implications around timing, marketing and choosing artists.

Venues where artists would congregate after shows are no longer permitted in the CBD.

Following the groundswell of community activation from the globally viral online critique of the CBD Plan of Management by entrepreneur Matt Barrie, in his speech to the Keep Sydney Open Rally on 21 February, profile Australian musician Dave Faulkner from the Hoodoo

Gurus told of how fundamentally crucial late night venues were and are to creating popular music scenes in Sydney.

The Trade Union Club was the big league for a band like us, and eventually we became popular enough to headline there, but more than that, it was a cultural hub. Upstairs, in the third floor band room you might see The Birthday Party or The Saints, The Scientists or The Laughing Clowns, and then afterwards everyone would head down to the first floor for a nightcap and to catch up with friends. If you happened to be a working musician yourself, you might not make it there until after the bands had finished. That was when your own Friday or Saturday night would begin. The first floor became a place to meet other musicians, artists, photographers and writers, to talk shop, share ideas and have a few laughs. It was the centre of a thriving arts community and it was our home. I saw quite a few surprises walking home from there.

The Hoodoo Gurus would also play at the Manzil Room in the Cross-, later on known as Springfield's. It was a hard gig because our first set wasn't until 1AM, and the second one was around 2:30 in the morning. Apart from regular punters, The Manzil also attracted many other musicians and road crew, who would head there after completing their gigs elsewhere in the city. You'd also meet talent scouts from record companies and radio station DJs. Some bands, like Moving Pictures, were discovered there, others, like us, cemented their reputation there. All of us used it to make inroads into the competitive world of music.

It goes without saying that neither the Trade Union Club nor the Manzil Room could operate under the current lockout laws. They were an important stepping-stone for young bands like us, but more than that, they were a cornerstone of the music community. Today, that important nurturing role is played by venues like Good God Bar in the city and the Oxford Arts Factory in Darlinghurst, but these businesses, like so many others, are under threat from these wrongheaded laws.

If a factory closes and 70 workers lose their job it is front-page news, and well it should be, and there is concern in the community for the effect it will have on the families of the people directly affected as well as on the wider economy. When Hugo's Lounge closed in July last year, putting 70 people out of work there was barely a murmur from the public. People have been cowed into thinking it's shameful to want to go out after 1:30AM or to stay up past 3AM, or at least, it's wrong in certain, *specified areas* that are *near* the city and *aren't* casinos. These "certain areas", mind you, have always been the heart of Sydney's entertainment industry. For all of this century and most of the last, they put Sydney on the map and they are a big reason visitors have enjoyed their time in our city.

As CBD venues struggle now to survive programming live music, the future looks bleak unless the 1:30am lockout can be lifted quickly for live music venues to restore confidence and reputation, as losses reflected in APRA AMCOS data are unsustainable.

As a behaviour modification, the CBD plan of management has achieved a significant reduction in admissions to RPA for serious injuries, which is recognised as a success at this time. It is also important to note that there is no evidence that we are aware of to support claims that violence has been displaced to Newtown for example. Given that the intervention has achieved its primary intended result, this now provides an opportunity to revisit alternative licensing approaches to support safe and diverse late trading licensed premises, and to nurture vibrancy and global city status.

That lockouts and cease service conditions for a potentially global city are the only alternative available to the NSW Government in planning for a safe and vibrant city is not correct, and we don't need to look very far afield to see approaches that move beyond a reactive approach to public safety, as both Victoria and the ACT have very recently

considered the introduction of having blanket jurisdiction wide lockouts and cease service and have declined to put them in place.

As reported in The Age on 16 February 2016,

Minister for Liquor Regulation Jane Garrett says that previous attempts at a lockout in Melbourne were "a disaster for the fabric of our social and cultural identity". Melbourne has ambitions to be a 24-hour city, including having a year-long trial of all-night public transport on weekends.

Victoria has placed an emphasis on smaller venues with a freeze on new licences to serve alcohol after 1am, with exemptions for small venues that serve food or feature live music.

"We tried lockout laws and it didn't work for Melbourne," Ms Garrett said.

"We trust Victorians to choose where and when to have a drink and we believe the solution to violence is to punish the violent and not everyone else. We don't see any sense in creating the ghost town that Sydney has become," Opposition Leader Matthew Guy said.

The need for broader stakeholder consensus as well as the significant negative impacts from the CBD Plan of management was also recognised in the comments of ACT Chief Minister Andrew Barr in the Canberra Times on 25 March 2016.

Mr Barr said, "prohibitions, curfews and the like tend not to be particularly successful". The response in Sydney and Queensland had been heavy-handed and had had "quite detrimental impacts in many other areas", he said, ruling out such "dramatic" changes in Canberra, where the government was "conscious of the need to work with all stakeholders".

As a promoted indicator of public support for lockouts in NSW generally, a Galaxy poll last month showed two thirds of residents support the laws, however with a sample size of merely 353 respondents weighted by age, gender and importantly region, it could be argued that many respondents would have little or no experience of the many positive attributions of the Sydney CBD night economy and would rather be basing their opinions (and therefore by association policymakers also) on short grabs of aberrant behaviour from television news items and print media rather than first hand knowledge of what a happy and safe late night out actually looks like.

It should also be noted that impacts from the CBD Plan of Management need to be seen in the context of a number of other policy interventions that include:

- The Liquor Freeze
- Kings Cross Plan of Management
- CBD Plan of Management
- The *Liquor Legislation Amendment (Statutory Review) Bill 2014*
- Risk-based licensing loadings

Whilst in the perception of the community and occasionally reflected in the media, these interventions have been conflated into a general policy concept of 'Lockouts'. Each of these has a distinct and separate impact on the live music sector and cultural diversity in the CBD. No doubt as the review unfolds these will pose challenges for the isolated evaluation of the CBD Plan of management as the overlap in application and perception becomes apparent. Further impacts being felt from associated interventions include

- Restrictions on variations for entertainment premises licences by the liquor freeze, embedding the existing character and by association, delivering a perverse result.
- On-premises licensed venues being regularly harassed by police (in Surry Hills in particular) for providing entertainment as inconsistent with their primary purpose – even though the 2009 Planning PoPE reforms prescribe that hospitality consent approved premises can provide live entertainment as a normal part of their business without separate approval.

- Entertainment premises with late trading being required to now pay \$5,000 + annual fee risk loadings even though they may only open for a few late events each year.

The Live Music Office strongly supports the initiative of the NSW Deputy Premier Troy Grant in convening a series of roundtable meetings on 31 March, 28 April and 19 May 2016 to examine the challenges and opportunities for growing a safe and vibrant night-time economy in Sydney. These roundtables “provide community, industry and government participants with a unique opportunity to contribute to a holistic discussion and help shape thinking on how best to improve the safety and vibrancy of Sydney’s night-time economy”. Alongside the urgent consideration of exemptions from the 1:30am lockout for live music venues, the Live Music Office called for the establishment of a roundtable in the Sydney Morning Herald on 19 February 2016 *Sydney lockout laws bite as live music ticket sales crash* - and the opportunity to participate in this important forum is appreciated.

Public policy ensuring community safety should not arbitrarily impact well run businesses that provide arts and cultural activity in the night economy as is being experienced in the Sydney CBD at this time. Public safety and vibrancy should be seen as complementary and operating hand in hand, rather than as mutually exclusive ne’er the twain shall meet components made further irreconcilable by liquor policy driven by television news grabs of late night public domain violence.

The Safe, Strong and Vibrant Sydney Night-Time Economy Roundtables provide an important opportunity for all parties to consider alternatives and look beyond any fixed positions to what a healthy night economy will be.

Governments are very good at designating music and licensed venues as high-risk premises across a range of regulations, but much less forthcoming at providing for entertainment activity that they consider a lower risk.

These principles have been recognised by Victorian liquor and planning regulation, by the City of Sydney through its Live Music and Performance Action Plan, through the work of the South Australian Music Industry Council, Live Music Regulation Roundtable, and the current 90 day change project underway to develop a model live music and entertainment regulation for South Australia.

The Live Music Office recommends that the City of Sydney Live Music and Performance Action Plan as well as the recent work of the South Australian Live Music Regulation Roundtable be referenced as showing the way forward to achieve a more vibrant creative and safe city through the roundtable process and beyond, and where the roundtable should be maintained as an ongoing standing committee to ensure commonsense consensus policy and regulation is developed.

The Live Music Office recognises that many artists work in licensed premises and often finish late in the evening when bottle shops will have closed. To preclude night economy workers from having the same access to hospitality options as those who work through standard work hours is a loss of amenity and again, there should be other site-specific ways to address this issue rather than the blanket state-wide prohibitions where no associated problems are being experienced.

In closing, the Live Music Office submits the following amendments to the Sydney/NSW Liquor licensing framework to support the sustainability of a vibrant, safe and creative nightlife, and to provide for the workers in the ‘other 9 to 5’ economy.

- Exemptions for live music venues from 1:30am lockouts
- That well run premises with existing trading approvals within the CBD Plan of Management be allowed to serve alcohol after 3am
- Exemptions for premises intending to present live music and performance from the Liquor Freeze to contribute to city vibrancy

- On-premises licensed venues be not unduly targeted by police for providing live entertainment consistent with 2009 planning legislation.
- Late trading premises providing live music be given consideration with risk based loadings
- Return bottle shop trading to standard trading hours prior to the 2014 10pm conditions
- Formation of an ongoing industry working group (or variation of the safe and vibrant Sydney Roundtable) consisting of NSW Government, local government and industry stakeholders and experts to oversee a targeted review into regulatory barriers for the live music industry, undertaken through the NSW Government's 'Better Regulation' program

Yours Sincerely,
John Wardle,
Policy Director
Live Music Office
16 Mountain St, Ultimo NSW 2007, Australia

CLARKEKANN

MUSIC AUSTRALIA

Lockout laws review

Submissions by Music Australia

Prepared by ClarkeKann and Music Australia



Music Australia submission on lockout laws March 2016.doc

- 1 -

Music Australia makes this submission to the Senate Inquiry into Alcohol Fuelled Violence, and The Callinan Review of NSW Liquor Reforms**Introduction**

Music Australia is a 50-member not for profit national peak music organisation for Australia and the only body in the country devoted to music in its entirety. As a national umbrella body we work with the professional industry to deliver information and resources, advocacy campaigns, and sector engagement. Our members include key national music industry organisations, artform specialists, and expert Industry Advisory Groups. We are active in music education and run Australia's largest school music program. *Music: Count Us In* reaches over 2,000 schools and 500,000 students across Australia, and provides professional development to 3,500 teachers.

The lockdown laws do not achieve their desired purpose

The purpose of the lockdown laws is to reduce alcohol fuelled violence. However, it is questionable whether these laws will achieve this aim. While health advocates have pointed to reductions in violent street behaviour in the affected zones, there are significant questions regarding causation, and multiple adverse impacts.

The laws are simultaneously over inclusive and under inclusive. Laws are over inclusive in that they adversely affect many lawful and non-violent activities, including without limitation, entering a licensed venue after the designated lock out time for the sole purpose of experiencing live music. The laws are under inclusive in that they do not address multiple issues of alcohol fuelled and non-alcohol fuelled violence.

Laws are over inclusive

These laws have multiple adverse impacts. For Music Australia these include the negative economic, cultural and social impacts on the live music scene, night time economies, and development of global cities. These include adverse impacts on:

- Individual musicians, production staff and support personnel
- Venue owners, operators, staff and suppliers
- Stakeholders in night time economies
- New areas with underdeveloped infrastructure where music may migrate
- City, State and National tourism generally
- Broader society through reduced social and cultural amenity within previously vibrant City centres.

Laws are under inclusive

These laws address one aspect of alcohol fuelled violence but do not address:

- Violence between patrons within venues, who arrived prior to the lock out
- Violence on streets in close proximity to licensed venues between locked out patrons
- Excessive consumption of alcohol by patrons prior to going out
- Excessive early evening consumption of alcohol by patrons, motivated by the lock out deadline
- The impact of moving problem behaviour elsewhere
- The systemic social and cultural causes of excessive alcohol consumption and violence generally.

Unintended consequences must be mitigated

Music Australia does not condone anti-social, violent behaviour or excessive alcohol consumption. We acknowledge these major issues need to be addressed systemically, and at the root cause as broad cultural and societal issues. We also acknowledge strong public and political views and expectations for action.

We submit that the significant unintended consequences of these laws must be proactively addressed. If not, the economic, cultural and reputational impacts on the music industry and cities concerned will be profound.

Music Australia submission on lockdown laws March 2016.doc

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There is a clear relationship between the introduction of the lockout laws and a drop in patronage and revenue for local businesses, detailed below. This has led to the closure of various venues and this trend will continue.

The violence being committed is clearly of high importance. However we submit that remedial action should not be at the expense of or failure of music businesses. We also advocate that the live music industry is not a contributor to this type of behaviour, and is an unintentional victim of the effects of the lockout laws.

We advocate that mitigating measures and a campaign to restore public confidence involving the music industry be implemented expeditiously.

Adverse impacts of the lock out laws on music

Music Australia submits that lockout laws have significant impacts on the music industry, on night time economies, and potentially on city branding and tourism.

Music Industry Impacts

Decrease in local business patronage and revenue: Since the introduction of lockout laws in Sydney's CBD, there has been a significant drop in patronage at nightclubs and other live music venues; less people are going to see live music. Figures released by industry body APRA AMCOS in February 2016 indicate a 40 per cent drop in live music revenue in the Sydney CBD lockout zone since the laws were introduced in 2014. The data also shows a 19 per cent decrease in attendances at night clubs and dance venues in the affected zone.¹

Impacts of music moving elsewhere: As venues struggle to maintain patronage and viability in affected areas and artists struggle to find gigs, patrons and artists may migrate to venues not subjected to lock out laws, with resulting pressure on transport and infrastructure. Without adequate planning and facilities, this may cause local land use conflicts including with residents. There is anecdotal evidence this is happening in Sydney, with reports of increased night-time activity in Newtown, which is outside the lockout area zone.²

Music Industry viability: Live music plays a vital role in developing artists' careers, and as a pathway to success. Live music venues are where artists hone their craft, build a fan-base and earn the majority of their income. A Victorian study found 70 percent of musicians identified live performance as their primary income source.³

Night Time economy Impacts

Decrease in critical mass: entertainment precincts operate effectively when a range of leisure activities and experiences are on offer. In music this includes a mix of small, medium and large venues, and varied types of music.

Decrease in associated businesses: Research has shown that for every dollar Australians spend on live music, three dollars circulate back into the economy⁴. While data is not yet available it is self-evident the evening economies and employment associated with live music would have experienced a corresponding drop in revenues as live music venues have faced.

Lack of procedural fairness: In NSW there was no public consultation or adequate notice of the lock-out laws given to business owners. The State Government unilaterally made a decision on what it believed constitutes a valid form of entertainment and business. It is probable that if these issues arose in the day time economy they would receive different treatment from policy makers. It would be almost unthinkable for a similar imposition on trading hours on day time businesses to manage social behavioural issues.

City Branding and Tourism Impacts

Loss of advantage: Sydney is already experiencing reduced inner city live music revenues and attendance, and fewer evening entertainment options, particularly for young people. Brisbane may follow suit. This can reduce the comparative attractiveness of these cities with others such as Melbourne. The southern capital prides itself on its live music offering. It has at least 460 live music venues. The 2012 Melbourne Music Census noted that each every Friday and Saturday night 38,805 people attend popular music live performances in Melbourne CBD venues.⁵

Music Australia submission on lockout laws March 2016.doc

- 3 -

Loss of Opportunity: An effective global music city can contribute powerfully to the domestic economy and to music tourism. Globally the 'music city' represents those cities which have exploited unique identities through music. Toronto, Nashville, London, Austin and Berlin have all successfully placed popular music as central to cultural and economic policy. In Austin Texas, the music industry generates \$1.6 billion a year, and A 2013 Austin White Paper identified live music as a key city attractor.⁶ Sydney, and potentially other cities could miss the opportunity offered by music cities.

Loss of Positioning: Cities impacted by such legislation risk loss of national and international market positioning established over time. Brisbane for example, has a long contemporary music tradition dating back to the seventies. Its Fortitude Valley entertainment precinct is regarded as one of Australia's best live music centres, and has nurtured groups including The Saints, The Go Betweens, and Powderfinger, through to The Veronicas, Sheppard, and current ARIA chart toppers Violent Soho. Brisbane also hosts *Big Sound*, the region's largest and most respected music industry market and conference.

Music is not the problem

Recent studies have indicated that there is no empirical evidence that identifies live music as a cause of anti-social behaviour (see Giesbrecht, Bosma, Juras, & Quadri, 2014; Green & Plant, 2007; cited in Carter & Muller 2015). In fact, "bands, even loud ones, do not cause aggression and violence...*Quality bands that entertain an audience generate a positive social atmosphere, that has been observed to counteract other negative variables*" (see Tomsen, Homel & Thommeny, 2006).

Music as a Positive Contributor to a Solution

We submit that music is not a contributor to the problem, and can be part of the solution to address anti-social, violent behaviour and excessive alcohol consumption.

Addressing anti-social behaviour

Music and the arts, with appropriate investment and frameworks, can contribute by:

- Staging more alcohol free and all ages concerts for young people, and running youth music programs
- Promotion of positive messages through events harnessing the power of music to deliver the themes of non-violence, responsible alcohol consumption, and general social cohesion; and
- Providing increased options for music entertainment and patron choices for recreational engagement and enjoyment
- Utilising music as a powerful communication medium to affect social and behavioural change
- Utilising music's capacity to have a civilising impact on people's behaviour
- Providing alternatives where excess alcohol consumption and violent behaviour result from there being "nothing better to do".

Through these and other measures music can help address this issue.

Promoting Positive Behaviour

A number of studies have noted that live music can play a positive role in patron behaviour:

- A 2011 Deloitte study for Arts Victoria found that "92% of patrons surveyed believe that live music in venues improves quality of life, and 84% believe it provides a welcoming and safe environment... participants noted that live music often draws the focus of the crowd away from alcohol consumption and towards the music performance – the specific reason for attendance at the venue for 63% of patrons."⁷
- Roy Morgan Research has found that attendees at a rock or pop concert are "almost 20% more likely than those at a jazz, blues or classical concert to think obedience and respect for authority are the most important values children should learn".⁸
- Live Music attendance has been identified by patrons and venues as contributing to improved health and wellbeing.⁹

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Size of Live Music Industry

More Australians attend live music than sport;¹⁰ over 40 million people attend contemporary music performances annually.¹¹ Music Australia has estimated the broader music sector contributes \$4 to \$6 billion to the Australian economy,¹² and Australia's live contemporary music industry generates revenues of \$1.5 - \$2 billion annually.¹³ Australian music and performing arts businesses comprise almost one per cent of all Australian small businesses¹⁴, and expenditure associated with live music in Australia is estimated to generate some 64,747 jobs, 37,652 of which are full-time.¹⁵

While a sizeable industry, it is also not robust. Digitisation of music has hugely impacted global revenues, dropping from \$26b to \$15b in 15 years to 2014,¹⁶ profoundly changing how music is consumed. During this period Australian music lost global market share, dropping from 3rd to 6th largest world music market for revenues¹⁷, compounding Australia's position as a net cultural importer, with a smaller creative sector than global peers.¹⁸ These challenges have increased Australia's reliance on live music as the main source of artist income. While this is a vibrant sector, it too faces numerous regulatory, environmental and consumer trend pressures. A 2014 arts participation study showed a two per cent drop in live music attendance over four years.¹⁹

Dynamics of licensed music venues

The nature of live music is that many performances start late, can continue until 2 or 3am, patrons move between venues, and some will see more than one act on one night. Typically venues will present 2 shows, the first from 8pm and the second from midnight. Multiple bands and DJs may appear. The double show format is an economic necessity, as typical revenues from food and beverage comprise over 80 per cent of total income, and ticket sales less than twenty per cent.²⁰

In many cases people will simply not attend if artists perform earlier. If fewer patrons attend, venues face lesser revenues but similar costs. The bands still have to be paid and the business operates at a loss. With reduced slots, it is emerging bands who are less likely to draw an audience, and can miss out. These bands will miss the valuable performance experience necessary for a successful career.

When patron movement is restricted by requiring people to remain in a certain venue after 1.30am, it is a disincentive to attend. Fewer performance slots are available, resulting in fewer artists presented through the course of a night. The reality is that fewer people will attend, evidenced by the above APRA data which indicates an alarming drop in revenues and attendances. Fewer bands will also perform, reducing employment in the industry. Live music is a tool often used by business to attract patrons, and lockout laws restricts a business's ability to attract their customer base.

Case for Night time economies

There is a strong economic argument for efficient utilisation of existing infrastructure in high density areas where day time and night time economies both flourish. For example, areas with an efficient flow of trade from lunch to dinner, to evening entertainment, put little or no additional strain on infrastructure and resources.²¹ Centrally located entertainment precincts provide affordable transport and efficient travel to, from, and between venues.

The night-time economy refers to the range of leisure activities and experiences associated with patterns of collective night-time socialising and entertainment, including drinking, eating and creative practice (Hannigan, 1998: 3). Broadly, the night-time economy is a manifestation of the dynamic relationship between the social, cultural and material economies of cities with an emphasis on leisure and lifestyle (Lovatt & O'Connor, 1995).

The night time economy recognises varied ways in which people live, work and enjoy life, and that not all operate to the same schedule. By ordering the closure of venues at a certain hour, the NSW Government has prescribed a certain lifestyle on its residents inconsistent with a modern 24 hour global city. The lock-out laws see a reduced ability to live and access the benefits of living in Sydney.

Recently, increased recognition has been given to night time economies, with new approaches to planning and regulatory regimes. In Europe 'Night Mayors' now operate in places such as Amsterdam, Paris, Toulouse and Zurich;²² and are under consideration in other major cities including London.²³ The Night Mayor performs an ombudsman style role for a city's nightlife, suggesting improvements and schemes to strengthen a city's nightlife, managing associated risks, and incorporating a variety of stakeholder opinions.

This, and other positive strategies could assist Australian Governments effectively and safely utilise night time infrastructure.

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Recommendations

Music Australia supports the work and recommendations of the National live Music Office, and make the following recommendations:

Nationally:

Beyond reactive problems

- We submit that the NSW experience demonstrates that reactive approaches, ie: unilateral lockout laws to address anti-social behaviours, are inappropriate, and that such measures are no longer suitable for any Australian jurisdiction.

Proactive Approaches

- Accordingly, proactive approaches are essential to address alcohol fuelled violence and other anti-social behaviour in entertainment precincts and to ensure these businesses are not adversely impacted
- These involve planned and integrated management and regulatory environments, to optimise balanced and healthy night time economies, and provide for public order and industry viability
- Best practice approaches to be used as in Victorian and South Australian jurisdictions. These can include making specific reference to music venues in planning policies, adopting the agent of change principle, red tape reduction, and integrated stakeholder planning.
- National definitions for Live Music Venues, Small Bars and other relevant activities to aid planning policy and regulations.

NSW:

Exemptions

- Exemptions be granted to sufficient live music venues, either from 1.30am lockout or 3.00am cessation of alcohol service, to restore a critical mass of small, medium and large venues
- Exemptions from the liquor freeze for venues presenting live entertainment, including theatres, galleries, and live music venues following the Melbourne precedent

Regulation

- Develop coordinated low risk regulations for live music and performance venues
- Establish a live music regulatory roundtable across government agencies & live music industry

Mitigation measures

- Recognise that exemptions alone are not sufficient to restore and maintain music industry viability, and provide a package of incentives including grants, management plans and full stakeholder cooperation
- Recognise the serious damage suffered by music businesses and night time economies, adopt best practice management and regulation to restore viability and provide sustainability

Invest in live music venues

- Recognise that market failure extends to live music venues as well as other arts and cultural facilities, and build provision into planning and development.
- Deliver proactive and integrated City and State Planning to ensure provision of live music venues in the built environment, potentially achieved through incentive partnerships with the private sector. The City Recital Centre in Angel Place is an example. Similar approaches can be applied to new developments to deliver a viable mix of fit for purpose live music venues in the inner city and other locations.

Queensland:

- Introduction of a reference in the legislation objectives to recognise the live music industry, as is in place in NSW, SA, WA and VIC
- Capacity in legislation for exemptions from the 1am lockout for live music venues
- Capacity in legislation for live music venues to trade up until 3am statewide
- Development of coordinated low risk regulations for live music and performance venues
- Development of low risk criteria for live music venues, as has been done in Victoria with the exemptions for 200 capacity live music venues from the 1am liquor freeze in Melbourne
- Establishing a live music regulation roundtable across government agencies and the live music sector
- A comprehensive live music regulation best practice and red tape reduction review

- 6 -

References

- ¹ APRA AMCOS, <http://apraamcos.com.au/news/2016/february/sydney-cbd-sees-drop-in-live-performance-revenue-since-introduction-of-lockout-laws/> accessed 22.3.2016
- ² <http://www.smh.com.au/nsw/when-town-gets-busy-as-kings-cross-empties-20150619-ghseco.html>
- ³ Creative Victoria - Music Distribution and Income: A Survey (2011).
- ⁴ The Economic and Cultural Value of Live Music in Australia, 2014, University of Tasmania.
- ⁵ Victorian Live Music Census: 2012
- ⁶ The State of the Austin Music Industry, Austin Music People (2013)
- ⁷ Deloitte for Arts Victoria (2011) The economic, social and cultural contribution of venue-based live music in Victoria
- ⁸ Roy Morgan Research (2014) [Rocking on or all jazzed up, more Aussies go to see live music than live sport](#)
- ⁹ University of Tasmania 2014: page 28-29
- ¹⁰ Roy Morgan Research (2014) [Rocking on or all jazzed up, more Aussies go to see live music than live sport](#)
- ¹¹ University of Tasmania (2014)
- ¹² Estimating the Value of the Music Sector (2005-2014)– [Music in Australia Knowledge Base](#)
- ¹³ E & Y for APRA Economic contribution of the venue-based live music industry in Australia (2011) & 2014 Ticket Attendance and Revenue Survey Live Performance Australia (2015)
- ¹⁴ Valuing Australia's Creative Industries Final Report (2013) Creative Industries Innovation Centre
- ¹⁵ The Economic and Cultural Value of Live Music in Australia, University of Tasmania (2014)
- ¹⁶ IFPI Recorded Industry in numbers (2014)
- ¹⁷ Australia Council for the Arts (2012) The Music Recording Sector in Australia: Strategic Initiatives, and IFPI (2015) Recording Industry in Numbers
- ¹⁸ Culture, Creativity, Cultural Economy: A Review (2014) Justin O'Connor and Mark Gibson
- ¹⁹ Australia Council (2024) [Australian Participation in the Arts](#)
- ²⁰ Ernst & Young for APRA AMCOS (2011) [Economic contribution of the venue-based live music industry in Australia](#)
- ²¹ The Government of South Australia has noted that it is one of its key aims to encourage citizens to 'linger longer' in the city, Adelaide After Dark: A Submission to the Citizen's Jury.
- ²² <http://www.citylab.com/cityfixer/2016/01/night-mayor-amsterdam-milko-milan/433893/>
<http://fortune.com/2015/11/23/london-night-mayor/>
- ²³ City of London: https://www.london.gov.uk/sites/default/files/londons_grassroots_music_venues_-_rescue_plan_-_october_2015.pdf

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ITEM 2.2 GATEWAY DETERMINATION SMALL BARS PLANNING PROPOSAL

Division	Environment and Community Management
Author	Team Leader Strategic Planning
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work Business in the community Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	<p>The purpose of this report is to:</p> <ol style="list-style-type: none"> 1. Advise Council of the Gateway Determination issued by the Department of Planning and Environment in relation to the Small Bars Planning Proposal; and 2. Seek Council endorsement to proceed to exhibition.
Background	<p>Council initiated a Small Bars review in March 2014 in response to changes to the <i>Liquor Act 2007</i> and Standard Instrument (LEP) Order 2006 which created "small bars" as a new category of land use. Council resolved (C84/14) to:</p> <ol style="list-style-type: none"> 1. Prepare a 'draft' Planning Proposal to facilitate small bars in appropriate locations across the LGA. <p>A subsequent report with a draft Small Bars Planning Proposal to amend the <i>Leichhardt Local Environmental Plan 2013</i> and associated draft <i>Leichhardt Development Control Plan 2013</i> amendments was presented to the Policy Council Meeting on 6 October 2015. It proposed:</p> <ol style="list-style-type: none"> 1. Creating a 'change of use' exemption in Schedule 2 of the <i>Leichhardt LEP 2013</i> to allow small bars in existing restaurant and café premises and vice versa in B2 Local Centres; and 2. To prohibit small bars and pubs in the B1 Neighbourhood Centre zone. <p>The Planning Proposal was forwarded to the Department of Planning and Environment (the Department) for Gateway Determination on 14</p>

	October 2015.
Current Status	Council has received a Gateway Determination in relation to the Small Bars Planning Proposal.
Relationship to existing policy	Leichhardt Local Environmental Plan 2013
Financial and Resources Implications	This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure.
Recommendation	<p>That Council:</p> <ol style="list-style-type: none">1. Note that the Gateway Determination has been issued in relation to the Small Bars Planning Proposal; and2. Amend the Planning Proposal as requested by the Gateway Determination and proceed to public exhibition.
Notifications	Potential Gateway Review application to the Department of Planning and Environment
Attachments	1. Gateway Determination

Purpose of Report

The purpose of this report is to:

1. Advise Council of the Gateway Determination issued by the Department of Planning and Environment in relation to the Small Bars Planning Proposal; and
2. Seek Council endorsement to proceed to exhibition.

Recommendation

That Council:

1. Note that the Gateway Determination has been issued in relation to the Small Bars Planning Proposal; and
2. Amend the Planning Proposal as requested by the Gateway Determination and proceed to public exhibition.

Background

Council initiated a Small Bars review in March 2014 in response to changes to the *Liquor Act 2007* and Standard Instrument (LEP) Order 2006 which created "small bars" as a new category of land use. Council resolved (C84/14) to:

1. Prepare a 'draft' Planning Proposal to facilitate small bars in appropriate locations across the LGA.

A subsequent report with a draft Small Bars Planning Proposal to amend the *Leichhardt Local Environmental Plan 2013* and associated draft *Leichhardt Development Control Plan 2013* amendments was presented to the Policy Council Meeting on 6 October 2015. It proposed:

1. Creating a 'change of use' exemption in Schedule 2 of the *Leichhardt LEP 2013* to allow small bars in existing restaurant and café premises and vice versa in B2 Local Centres; and
2. To prohibit small bars and pubs in the B1 Neighbourhood Centre zone.

The Planning Proposal was forwarded to the Department of Planning and Environment (the Department) for Gateway Determination on 14 October 2015.

Report

On 14 March 2016 the Department of Planning and Environment issued a Gateway Determination for this Planning Proposal (refer Attachment 1) and it requires the following changes:

1. *"Remove the proposed prohibition of small bars and pubs within the B1 Neighbourhood Centre zone.*
2. *Update the discussion of the proposal's consistency with section 117 Direction 3.4 Integrating Land Use and Transport;*

3. Remove the references to section 117 Direction 3.5 Development Near Licensed Aerodromes, as this direction is not considered relevant to the proposal;
4. Remove the reference to Direction 1.7 - Grow Strategic Centres of A Plan for Growing Sydney as it is not considered relevant to the proposal; and
5. Include mapping to show the locations of the B2 Local Centre zone within the Leichhardt Local Government Area (LGA)."

In relation to point 1 of the Gateway Determination it is noted that the Department of Planning and Environments direction that small bars and pubs be permissible with consent in the B1 Neighbourhood Centre is consistent with the status quo as small bars and pubs are currently permissible with consent in this zone. For reference, Figure 1 details the eight locations which are zoned B1 Neighbourhood Centre in the Leichhardt LGA.

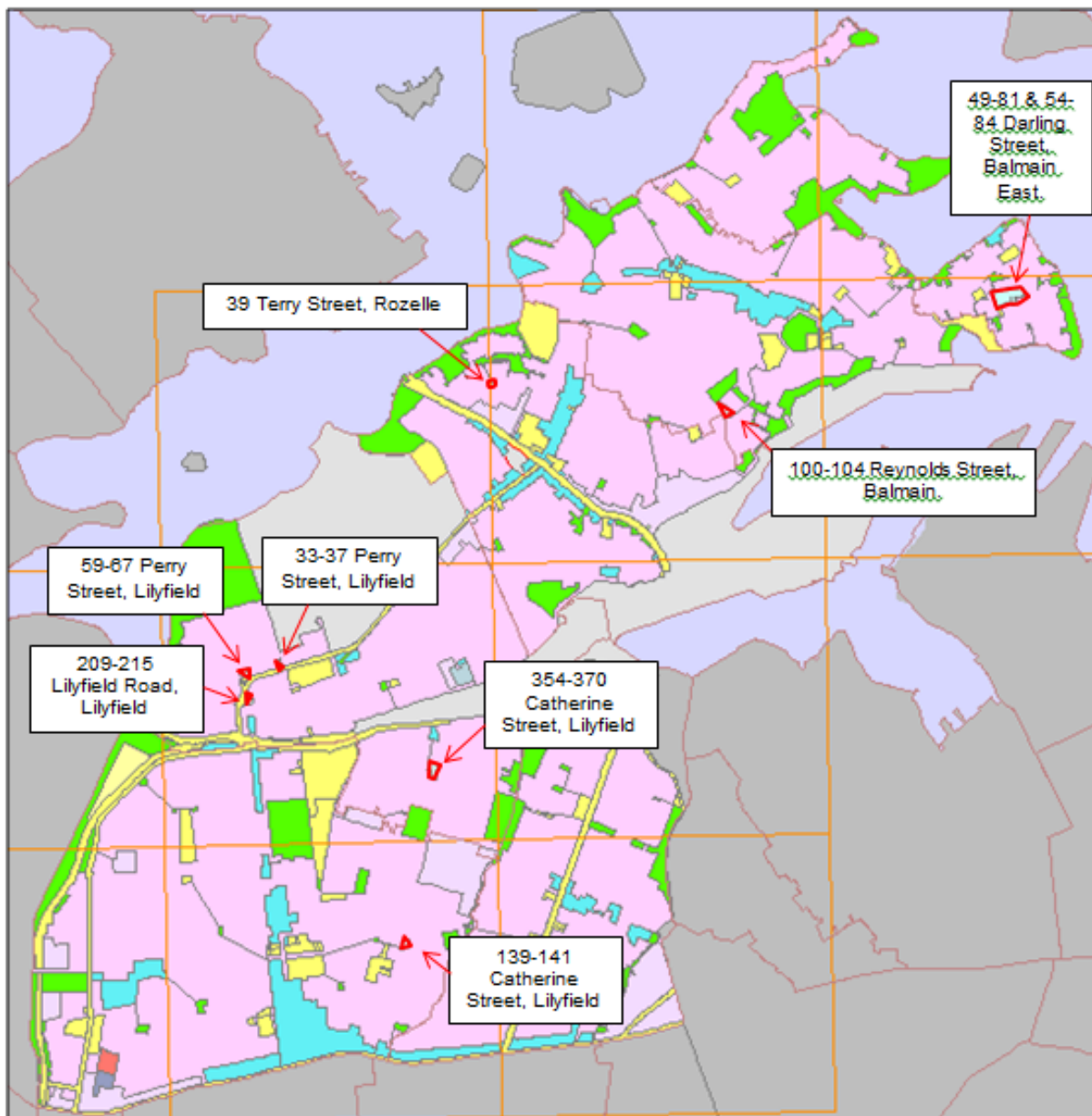


Figure 1: Location of the eight B1 Neighbourhood Centres

The rationale behind Councils Planning Proposal to prohibit small bars and pubs in the B1 Neighbourhood Centre zone was that:

- these areas fall outside the late-night trading areas;
- are surrounded by residential neighbourhoods;
- are remote from taxi ranks;
- could attract commercial activities away from B2 Local Centres; and
- could have amenity implications for the surrounding residential areas.

The Gateway Determination states that:

"any proposal for a small bar or pub within the B1 Neighbourhood Centre could be suitably addressed by way of development control plan requirements, conditions of consent and/or liquor licences",

The current provisions which mean that small bars and pubs are permissible with consent in the B1 Neighbourhood Centre Zone have been in place for two years. No land use conflicts have yet arisen. Points 2-5 noted above are administrative and do not have an impact on the intent of the proposal. The remaining element of the Small Bars Planning Proposal is the main mechanism by which small bars will be encouraged in the main streets zoned B2 Local Centres. The Planning Proposal seeks to amend Schedule 2 of the *Leichhardt LEP 2013* to make a 'change of use' exemption for small bars, cafes and restaurants - meaning as long as these land uses operate within the parameters of their existing consents and meet the relevant liquor licencing requirements, then these uses can switch between from one to the another without development consent. A small bar is defined as having a capacity of no more than 60 customers.

This proposal is consistent with the recent s23A Guidelines issued by the Office of Local Government in relation to financial expenditure.

Summary/Conclusions

The options available to Council in relation to this matter are:

- a) Council accept the Gateway Determination conditions for the Small Bars Planning Proposal, amend the planning proposal and proceed to public exhibition; or
- b) Council can consider lodging a Gateway Determination Review Application within 14 days of the decision on 28 March 2016. This application would require that Council provide further justification to support a review of the Determination.

On the basis of the short assessment above, the Gateway requirement to remove the proposed prohibition of small bars and pubs in the B1 zone is reasonable. The staff recommendation is that the Small Bars Planning Proposal should be amended in accordance with the Gateway Determination and proceed to public exhibition.

Attachments

1. Gateway Determination



Mr Peter Head
General Manager
Leichhardt Municipal Council
PO Box 45
Leichhardt NSW 2040

Our ref: PP_2015_LEICH_004_00
(15/15376)

Dear Mr Head,

Planning proposal to amend Leichhardt Local Environmental Plan 2013

I am writing in response to Council's letter, received 19 October 2015, requesting a Gateway Determination under section 56 of the *Environmental Planning and Assessment Act 1979* (the Act) for a planning proposal to amend *Leichhardt Local Environmental Plan 2013* (LEP) to:

- prohibit 'Small Bars' and 'Pubs' in Zone B1 Neighbourhood Centre; and
- amend Schedule 2 – Exempt Development to include changes of use between small bars, restaurants and cafes in Zone B2 Local Centre as a type of exempt development.

As delegate of the Greater Sydney Commission, I have now determined the planning proposal should proceed subject to the conditions outlined in the attached Gateway Determination.

The Department is broadly supportive of the intent of the planning proposal to encourage and facilitate small bars and pubs in appropriate locations. However, the Department does not support the prohibition of these uses in the B1 Neighbourhood Centre zone, given that any potential impacts could be suitably addressed by way of development control plan requirements, conditions of development consents and/or liquor licences.

Prior to public exhibition, the planning proposal is to be updated to remove the proposed prohibition of small bars and pubs in the B1 Neighbourhood Centre zone.

Also prior to public exhibition, Council is requested update the discussion of the proposal's consistency with section 117 Direction 3.4 Integrating Land Use and Transport and to remove the reference to Direction 3.5 Development Near Licensed Aerodromes. Direction 3.5 is not considered relevant to the planning proposal.

Direction 1.7 – Grow Strategic Centres of A *Plan for Growing Sydney* is not considered relevant to the proposal and this reference should be removed from the planning proposal prior to exhibition.

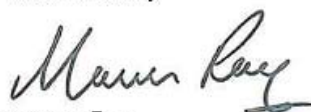
Department of Planning & Environment
23-35 Bridge Street Sydney NSW 2000 | GPO Box 39 Sydney NSW 2001 | T 02 9228 6111 | F 02 9228 6455 | www.planning.nsw.gov.au

The amended Local Environmental Plan is to be finalised within **6 months** of the week following the date of the Gateway Determination. Council should aim to commence the exhibition of the planning proposal as soon as possible. Council's request to draft and finalise the Local Environmental Plan should be made to the Department eight weeks prior to the projected publication date.

The State Government is committed to reducing the time taken to complete Local Environmental Plans by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Minister may take action under section 54(2) (d) of the Act if the time frames outlined in this determination are not met.

Should you have any queries in regard to this matter, I have arranged for Andrew Watkins of the Department of Planning and Environment's Sydney Region East Branch to assist you. Mr Watkins can be contacted on (02) 9228 6558.

Yours sincerely



Marcus Ray
Deputy Secretary
Planning Services

14/03/2016

Encl: Gateway Determination.



Gateway Determination

Planning proposal (Department Ref: PP_2015_LEICH_004_00): to prohibit 'Small bars' and 'Pubs' in the B1 Neighbourhood Centre zone and make changes of use between small bars, restaurants and cafes in the B2 Local Centre zone a type of exempt development.

I, the Deputy Secretary, Planning Services, at the Department of Planning and Environment as delegate of the Greater Sydney Commission, have determined under section 56(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that amendments to the Leichhardt Local Environmental Plan 2013 to prohibit 'Small Bars' and 'Pubs' in the B1 Neighbourhood Centre zone and make changes of use between small bars, restaurants and cafes in the B2 Local Centre zone a type of exempt development should proceed subject to the following conditions:

1. Prior to undertaking public exhibition, the planning proposal is to be updated to:
 - a) remove the proposed prohibition of small bars and pubs within the B1 Neighbourhood Centre zone;
 - b) update the discussion of the proposal's consistency with section 117 Direction 3.4 Integrating Land Use and Transport;
 - c) remove the reference to section 117 Direction 3.5 Development Near Licensed Aerodromes, as this direction is not considered relevant to the proposal;
 - d) remove the reference to Direction 1.7 - Grow Strategic Centres of A Plan for Growing Sydney as it is not considered relevant to the proposal; and
 - e) include mapping to show the locations of the B2 Local Centre zone within the Leichhardt local government area.
2. Community consultation is required under sections 56(2)(c) and 57 of the *Environmental Planning and Assessment Act 1979* (the Act) as follows:
 - (a) the planning proposal is considered routine as described in A Guide to Preparing LEPs (Department of Planning and Environment 2013) and must be made publicly available for a minimum of 28 days; and
 - (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Environment 2013).
3. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
4. The time frame for completing the LEP is to be 6 months from the week following the date of Gateway determination.

Dated 14th day of March 2016.



Marcus Ray
Deputy Secretary
Planning Services

Delegate of the Greater Sydney Commission

PP_2015_LEICH_004_00 (15/15378)

SECTION 3 – OTHER REPORTS

ITEM 3.1 SUMMARY OF RESOLUTIONS

Division	Corporate and Information Services
Author	Manager Governance and Administration
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To advise of the status of resolutions until such time as they have been fully actioned.
Background	At the 25 August 2015 Ordinary Meeting Council resolved to include the status of all resolutions until such time as they have been fully actioned.
Current Status	NIL
Relationship to existing policy	NIL
Financial and Resources Implications	NIL This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure.
Recommendation	That the information be received and noted.
Notifications	NIL
Attachments	Summary of resolutions

Purpose of Report

To advise of the status of resolutions until such time as they have been fully actioned.

Recommendation

That the information be received and noted.

Background

At the 25 August Ordinary Meeting council resolved;

That the business papers of ordinary meetings include the status of Mayoral minutes, motions of which due notice has been given and motions arising from reports where further action is required until such time as the Mayoral minute or motion has been fully actioned.

A resolution has been actioned if:

- A requested letter has been written and sent.
- A requested report has been tabled at a Council Meeting.
- Where Council has resolved that capital works or maintenance works be undertaken, that the works are completed.
- Where Council has resolved that a public meeting be held, that the meeting has been held and any resolutions of the meeting be reported back to Council.
- Where Council has required that material be circulated to residents, that the material has been dispatched.

Attachments

1. Summary of resolutions

MAYORAL MINUTES

MEETING DATE & TITLE OF REPORT	SUMMARY OF RESOLUTIONS	ACTION/TAKEN	TIMEFRAME	OFFICER
8 September 2015 C419/15P NAMING OF THE NEW SOUTH ANNANDALE NEIGHBOURHOOD PARK DOUGLAS GRANT MEMORIAL PARK	That Council: 1. Adopt the recommendations of the Leichhardt Aboriginal & Torres Strait Islander Consultative Committee and the naming of the new South Annandale Park in honour of Douglas Grant with the name of the new park being known as the "Douglas Grant Memorial Park". 2. Recommend the naming of the new park to the Geographical Names Board 3. Develop an interpretation strategy as part of the development of the new park to acknowledge and educate the community on the life and times of Douglas Grant and that funding for such works be identified in 2016/17 budget.	1. Park opened 19 September 2015 2. Geographical Names Board has agreed to the naming subject to consultation which is currently being undertaken. 3. In progress	1. Completed 2. Completed 3. 2016/17	Senior Parks and Open Space Planner GIS/Property Systems Coordinator
6 October 2015 C474/15P C475/15P C476/15P C477/15P REVITALISING OUR MAIN STREETS	That Council: 1. Investigate methods for encouraging landlords of commercial properties to maintain their building, including street frontages, regardless of whether they are tenanted. 2. Investigate processes for expediting the approval of short term uses of commercial properties, pending the arrival of longer term tenants. 3. Investigate possible rating formulas and amendments to state and federal taxation legislation that would encourage full occupancy of commercial premises. This should include examination of;	1. Follows on from Shopfront Audit completed in 2014. Investigation will be incorporated into Shopfront Improvement Project to be commenced early 2015 2. This investigation will be incorporated into streamlining approvals for events, short term uses and live entertainment reporting back to Council by March 2016	1. and 2. Meeting with commercial real estate agents scheduled in April	Pt 1, 2 and 4 Economic Development x Pt 3 Director Corporate Information Services

MAYORAL MINUTES

	<ul style="list-style-type: none"> a. Allowable rating systems under the NSW Local Government Act b. The Land Tax Act c. Existing Commonwealth tax arrangements relating to commercial property. <p>4. Council Officers investigate the perceived financial incentives for keeping shops untenanted while owners pursue redevelopment opportunities</p>	<p>3. Reported to November 2015 Ordinary Meeting.</p> <p>4. Reported to November 2015 Ordinary Meeting.</p>	<p>3. Completed</p> <p>4. Completed</p>	
<p>8 March 2016</p> <p>C92/16P WAR MEMORIAL PARK PLAYGROUND UPGRADE</p>	<ul style="list-style-type: none"> 1. That Council allocates a further \$80,000 as part of the third quarter budget review in order to meet the additional costs for upgrading the War Memorial Park Playground this financial year. 2. That Council undertakes further consultation with the community about the proposed upgrade. 3. That survey results from the previous consultation be circulated to Councillors. 	<p>1. The 3rd Quarter Review is due to go to the May Ordinary Council Meeting.</p> <p>2. Residents notified 17/3/16 of proposed works. Submission closing 1/4/16. Anticipated works to commence in May.</p> <p>3. Completion end of June. Survey results sent to Councillors.</p>	<p>1. May 2016</p> <p>2. May 2016</p> <p>3. June 2016</p>	<p>Part 1 Manager Financial Services</p> <p>Pts2 & 3 Director Infrastructure and Service Delivery</p>
<p>8 March 2016</p> <p>C93/16P PROPOSAL TO DEVELOP PARRAMATTA ROAD LIGHT RAIL OPPORTUNITIES STUDY</p>	<p>That:</p> <ul style="list-style-type: none"> 1. Council use funds from the 2015/16 Major Projects budget to commission a study of light rail opportunities for Parramatta Road between Strathfield and the CBD; 2. A report be brought back to Council prior to the completion of the brief. The study and report should address the: <ul style="list-style-type: none"> a. impact of light rail on local roads; b. light rail along Parramatta Road in the context of alignment with: 	<p>1. Noted.</p> <p>2. Report to April Policy Meeting.</p>	<p>Completed</p>	<p>Director Environment and Community Management</p>

MAYORAL MINUTES

	<ul style="list-style-type: none"> i. the WestConnex motorway; and ii. a West Metro rail service; c. potential location of light rail stops; and d. broad cost implications. e. potential patronage numbers f. estimated travel times g. impact on street amenity 			
	3. Council approach Marrickville Council and other Councils along the corridor to seek their collaboration and contribution to the study.	3. Completed.		
8 March 2016 C94/16P SUPPORTING FRED HOLLOWS ON THE \$5 NOTE	That Council: 1. Support the campaign to "Put Fred on the Fiver"; 2. Write to the Governor of the Reserve Bank of Australia indicating Council's support; and 3. Ensure that the campaign is supported through publications and promotional work of the Council, where appropriate.	Completed	Completed	Media & Communications Coordinator
8 March 2016 C86/16P BALMAIN TIGERS AND LEICHHARDT OVAL HISTORIC VIDEO	That Council: 1. Allocate a sum of up to \$20,000 from the Major Issues Budget to allow the recording of an archival video preserving the oral history, the feelings of local Tigers fans and possibly the final First Grade games at Leichhardt Oval in 2016. 2. Call for expressions of interest to produce such a video. 3. That a report be brought back to Council following the expression of interest process and include options for funding and production.	1. This has been noted within the Major Issues Budget 2. EOI advertised Tue 29th March 3. To be actioned pending closing date of EOI	1. Completed 2 & 3 May 2016	Point 1 Manager Financial Services Point 2 & 3 Media & Communications Coordinator

MAYORAL MINUTES

MEETING DATE & TITLE OF REPORT	SUMMARY OF RESOLUTIONS	ACTION/TAKEN	TIMEFRAME	OFFICER
11 August 2015 C369/15P PIONEERS MEMORIAL PARK REVISED PARK PLAN OF MANAGEMENT	<ol style="list-style-type: none"> 1. That Council defer exhibition of the revised Pioneer Memorial Park Plan of Management pending a report on appropriate core objectives and relevant performance indicators for inclusion in the Plan of Management and in particular those concerning the conservation of biodiversity. 2. In recognition of the historical significance of Pioneers Memorial Park, Council develop appropriate heritage interpretation panels which can be displayed within the park to educate and inform the community on the park and its history. 	<ol style="list-style-type: none"> 1. In progress subject to carry forward of 2014/15 project funds 2. In progress 	Mid 2016	Team Leader Environmental Strategy
8 September 2015 C430/15P STREAMLINING AND SIMPLIFYING LEICHHARDT LGA EVENT APPROVAL PROCESSES	That <ol style="list-style-type: none"> 1. The report be received and noted 2. Council Officers develop a draft Local Approvals Policy whereby a range of pre-determined activities, promotions & related events could be licenced to occur on Public Land in certain locations within the Leichhardt LGA on a maximum number of occasions per annum 3. Council Officers develop a draft Planning Proposal to expand the Exempt & Complying Development Provisions of Leichhardt LEP 2013 pursuant to the EP&A Act 1979. 	<ol style="list-style-type: none"> 1. Noted. 2. Draft Policy to be tabled at April 2016 Policy Meeting. 3. Noted. Draft Planning Proposal being developed. 	<ol style="list-style-type: none"> 1. No further action. 2. April 2016 3. May 2016 	Director Environment and Community Management

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<p>8 September 2015</p> <p>C437/15P PROPOSED MEN'S SHED LOCATION AT BLACKMORE OVAL</p>	<ol style="list-style-type: none"> 1. That Council approve use of the Storage room at Blackmore Oval for a Leichhardt Men's Shed. 2. That promotional activities be undertaken to seek community interest in the group. 3. That the group, independently established via the Men's Shed organisation, be provided with an initial 3 year licence & option of a 1 year extension. 4. That provision be made for operating hours of the Men's Shed to be up to four days between Monday to Friday, between the hours of 9am and 3pm. 5. That opportunities to expand community shed programs at Blackmore Oval and other venues in the LGA be investigated, should interest from other community groups arise. This review to occur one year from the establishment of the Leichhardt Men's Shed. 	<ol style="list-style-type: none"> 1. Completed 2. Completed. 3. Finalisation of operating hours and licence agreement will occur once the independent Men's Shed organisation is established. Incorporation of the Leichhardt Men's Shed has been confirmed 4. Noted 5. Review to be undertaken one year from the first AGM of the Leichhardt Community Men's Shed. 	<p>1 & 2 Completed</p> <p>3. April 2016.</p> <p>4. Completed</p> <p>5. September 2016</p>	<p>Community Development Officer - Aging and Disability</p>
<p>6 October 2015</p> <p>C472/15P POST EXHIBITION REPORT DRAFT LEP 2013 RECLASSIFICATION AMENDMENT</p>	<p>That Council :-</p> <ol style="list-style-type: none"> 1. Resolves to adopt the following proposed amendment to <i>Leichhardt Local Environmental Plan 2013</i> to reclassify land at Lot B DP 159831 and part of Lot 2 DP 599686 near Church Street, Lilyfield from 'Community' to 'Operational' land. 2. Delegates the making of the LEP amendment to the General Manager & that following receipt of an opinion from Parliamentary Counsel's Office, the General Manager sign the front page of the LEP. 3. Requests Parliamentary Counsel to draft and finalise the amendment to LEP 2013 as a result of the reclassification. 	<p>1-4 Completed.</p>	<p>1-4 Completed</p>	<p>Manager Environment and Urban Planning</p>

OTHER POLICY COUNCIL RESOLUTIONS

	<p>4. Following the completion of above (Point 3), the Department of Planning and Environment be advised that the LEP has been made and be requested to notify the Plan.</p> <p>5. Register on the titles of the land a restriction to the effect that it cannot be built on other than for car parking or open space, with the restriction able to be released only by agreement of both Council and the owner of 67 Church Street, Lilyfield.</p>	<p>5. To be actioned after finalisation of Amendment.</p>	<p>5. 3rd Quarter 2015/16</p>	
<p>6 October 2015</p> <p>C484/15P SMALL BARS PLANNING PROPOSAL</p>	<p>That Council:</p> <p>1. Endorse the attached planning proposal and forward to the Minister for Planning for Gateway Determination in accordance with section 56 of the <i>Environmental Planning and Assessment Act 1979</i>;</p> <p>2. Endorse the attached draft amendments to the DCP 2013, and place on public exhibition at the same time as the planning proposal.</p> <p>3. Request the Department of Planning and Environment to delegate the plan making functions, in relation to the subject Planning Proposal, to Council;</p> <p>4. Place the Planning Proposal (Attachment 6) and supporting documentation on public exhibition for a minimum of 28 days and public authorities be consulted on the Planning Proposal in accordance with the Gateway Determination, when issued;</p> <p>5. Consider a report at the completion of the public exhibition period detailing submissions received & the outcome of consultation with public authorities.</p>	<p>1. Noted</p> <p>2. Noted</p> <p>3. Request for Gateway Determination has been submitted.</p> <p>4. Awaiting Gateway Determination</p> <p>5. Noted.</p>	<p>1. Noted</p> <p>2. April 2016</p> <p>3. Completed</p> <p>4. Note: a Gateway Determination has been received and a report tabled at the April 2016 Policy meeting.</p> <p>5. Mid 2016</p>	<p>Manager Environment and Urban Planning</p>

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<p>10 November 2015</p> <p>C537/15P LCAMP REVIEW WHITES CREEK VALLEY PARK</p>	<p>That Council:-</p> <ol style="list-style-type: none"> 1. Adopt the proposed new Companion Animal Regulations for Whites Creek Valley park as recommended in Attachment 3. 2. Undertake the installation of new Companion Animal Access signage within Cohen & Whites Creek Valley Parks noting the expected timeline for the completion will be mid-December 2015. 3. Consider funding installation of new BBQ area in the community Orchard (on leash area) in the 2016 /17 budget process & removing the existing BBQ facility in the south eastern area of the park (off leash area). 	<ol style="list-style-type: none"> 1. Completed 2. Completed 3. To be actioned as part of a budget bid for the 2016/17 financial year. 	<p>1 - 2 Completed.</p> <p>3. June 2016</p>	<p>Senior Parks and Open Space Planner</p>
<p>10 November 2015</p> <p>C544/15P FUTURE MANAGEMENT OF SHORT TERM ACCOMMODATION IN THE LEICHHARDT LGA</p>	<ol style="list-style-type: none"> 1. That a report be brought back to the March 2016 Council meeting which provides an update in relation to: <ol style="list-style-type: none"> a. the response from the Department of Planning and Environment b. Council's next steps based on this advice 2. That the attached submission be forwarded to the Parliamentary Inquiry into Short Term Accommodation 	<ol style="list-style-type: none"> 1. Noted. The NSW Parliamentary Committee Office have advised that the findings of their inquiry have not yet been released. The Department has not progressed it's study. 2. Submission lodged 	<p>1. May 2016</p> <p>2. Completed</p>	<p>Manager Environment and Urban Planning</p>
<p>10 November 2015</p> <p>C549/15P LEICHHARDT LOCAL ENVIRONMENTAL PLAN 2013 HOUSEKEEPING AMENDMENT - POST EXHIBITION REPORT</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Adopts the proposed amendments to <i>Leichhardt Local Environmental Plan 2013</i> as attached to the report. 2. Delegates the making of the LEP amendment to the General Manager and that, following receipt of an opinion from the Parliamentary Counsel's Office, the General Manager sign the relevant 	<p>Forwarded to Parliamentary Counsel. Draft instrument received. Discussions are ongoing.</p>	<p>April 2016.</p>	<p>Manager Environment and Urban Planning</p>

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	<p>pages of the LEP.</p> <p>3. Requests Parliamentary Counsel to draft and finalise the amendment to LEP 2013.</p> <p>4. Following the completion of above (Point 3), the Department of Planning and Environment be advised that the LEP has been made and be requested to notify the Plan.</p>			
<p>8 March 2016</p> <p>C81/16P LEICHHARDT OVAL NO. 1 - HIRING AGREEMENT TO WESTS TIGERS</p>	<p>1. That Council negotiate with Wests Tigers for a licence agreement for Leichhardt Oval no. 1 as outlined in the report.</p> <p>2. That the finalised form of the agreement be brought back to Council for adoption.</p>	<p>1. Draft agreement sent to Wests Tigers.</p> <p>2. Report to April Ordinary Meeting</p>	<p>April 2016</p>	<p>Director Infrastructure and Service Delivery</p>
<p>8 March 2016</p> <p>C84/16P PROPOSED NETBALL COURT PROVISION- DARLEY ROAD LEICHHARDT</p>	<p>That Council:</p> <p>1. Proceed with detailed design works and the lodgement of a Development Application for the development of three hard surface netball Courts, public toilet facilities and associated landscaping improvements works at Shields Playground, Darley Road Leichhardt.</p> <p>2. Subject to the granting of development approvals, commit to developing netball courts on the Darley Road site.</p> <p>3. Assess the traffic and parking impact of the courts on Lyall Street.</p> <p>4. Identify options for how funding for the amenity block could be reallocated to improving the amenity for passive recreation at the Shields Park.</p>	<p>1 DA package being finalised.</p> <p>2. Noted</p> <p>3. Traffic study underway</p> <p>4. Options being investigated.</p>	<p>1. April 2016</p> <p>3. April 2016</p> <p>4. April 2016</p>	<p>PTS 3 & 5 Manager Urban Design and Project Management</p> <p>PTS 1, 4 & 6 Senior Parks and Open Space Planner</p>

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	<p>5. Resubmit to the Traffic Committee a proposal for a pedestrian crossing at Darley Road adjacent to the light rail station.</p> <p>6. Review all other sites in the municipality for their appropriateness for courts to be installed.</p>	<p>5. RMS is investigating the proposal</p> <p>6. Completed report being submitted to the April Policy Meeting</p>	<p>5. July 2016</p> <p>6. Completed</p>	
<p>8 March 2016</p> <p>C88/16P REPORT ON MEMORIAL PLANTINGS AND PLAQUES POLICY FOR ADOPTION</p>	<p>1. That Council adopt the Memorial Plantings and Plaques Policy shown attached as Attachment 1 subject to requests being delegated to the General Manager to approve in line with the adopted policy.</p> <p>2. That Council consider an annual program of historical markers and interpretative signage in the forthcoming budget process.</p> <p>3. That fees applicable under the policy be addressed in the course of the budget process.</p>	<p>1. Actioned</p> <p>2. Submission to Councillor Budget Briefing</p> <p>3. In progress</p>	<p>1. Completed</p> <p>2. June 2016</p> <p>3. June 2016</p>	<p>1 & 2. Group Manager Community and Cultural Services</p> <p>3. Manager Assets and Parks</p>
<p>8 March 2016</p> <p>C89/16P RESIDENT PARKING SCHEME PROPOSAL FOR BATTY STREET, ROZELLE</p>	<p>That the matter be deferred to the March 2016 Ordinary meeting or the next available meeting so that the residents of 1 Batty Street and representatives from Strata Management can meet with the Manager of Legal Services to go through the legal advice provided.</p>	<p>To be considered at April Policy Meeting.</p>	<p>Completed</p>	<p>Manager Traffic</p> <p>Legal Services Manager</p>
<p>8 March 2016</p> <p>C90/16P MORT BAY PARK PLAN OF MANAGEMENT- REVISED</p>	<p>That Council:</p> <p>1. Adopt the revised priority action plan for Mort Bay Park and proceed with actioning the priority maintenance and improvement actions listed below in 2016/17, with a total value of \$100,000 to implement the following items: 1, 2, 4, 5.1, 5.2, 5.5,</p>		<p>1. Completed</p>	<p>PTS 1, 2, 3, 4 & 6 Senior Parks and Open Space Planner</p>

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IMPLEMENTATION PRIORITIES	<p>5.7, 5.8, 5.9.</p> <ol style="list-style-type: none"> 2. Receive a report on detailed costings of identified capital items contained within the revised priority action plan and opportunities for funding and delivery. This report be brought back to Council at its next Policy Meeting 3. Note that further investigation on the feasibility of the proposed swimming enclosure is required prior to Council committing to any future delivery of this particular project. 4. With regard to tree management along the peripheral edges of Mort Bay Park, adopt a policy of selective tree removals: <ol style="list-style-type: none"> a. To create view corridors from key viewing points nominated in the Plan of Management, remove Banksia integrifolia (coast banksia) along the Bay and Phillip Streets boundary and replace with Banksia ericifolia (heath banksia) to create a view corridor between Bay Street Pocket Park and the Bay Street park entrance to the harbour. b. To retain biodiversity and habitat, develop a landscape scheme in the bush regeneration area of the park below the above view corridors which increases the development of lower understory shrub and 	<p>b. Implement progressively in 2016/17/18</p>	<p>2. April 2016</p> <p>3. Completed</p> <p>4. 2016/17/18</p>	<p>PTS 5 & 7 Manager assets and Parks</p>
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	<p>smaller specimen tree planting.</p> <p>c. To restore filtered views from the adjoining residential premises over and through the park to the harbour –</p> <p>i. At the Mort Street frontage, remove 4 <i>Casuarina glauca</i> and control the regrowth.</p> <p>ii. At the Yeend Street frontage remove 6 <i>Casuarina glauca</i> and control the regrowth.</p> <p>d. To prevent further deterioration of the retaining walls supporting Short Street, Bay Street and Yeend Street, progressively remove the self-sewn figs growing within the walls.</p> <p>5. That the sandstone retaining wall and steel beams be inspected by Council staff for safety and structural integrity.</p> <p>6. Establish a policy regarding protection of view lines for Council's Harbourside Parks</p> <p>7. Review the commuter/pedestrian flows to and from Thames Street Wharf and the entrance to Mort Bay Park in order to remove obstacles for commuters and make pedestrian flows easier</p>	<p>c. April 2016</p> <p>d. Progressively treat during 2016.</p> <p>5. Inspection proposed for April.</p> <p>6. Report to June Policy</p> <p>7. April 2016</p>	<p>5. April 2016</p> <p>6. June 2016</p> <p>7. April 2016</p>	
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<p>8 March 2016</p> <p>C96/16P PARRAMATTA ROAD /NORTON STREET CORRIDOR HERITAGE STUDY</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Endorse the Parramatta Road / Norton Street Heritage Study as the basis for a review of heritage planning policies and controls in Leichhardt Local Environmental Plan 2013 and Leichhardt Development Control Plan 2013; and 2. Forward a copy of the Parramatta Road / Norton Street Heritage Study to UrbanGrowth NSW for consideration in the preparation of the Parramatta Road Urban Transformation Strategy. 3. A letter accompanying the reports be sent to Urban Growth, noting that the reports have yet to consider a number of relevant matters, be submitted for public exhibition, be revised as required and be endorsed in final form by Council. 4. That these documents be put out for community consultation at the appropriate time. 	<p>1. Noted.</p> <p>2. & 3. Completed.</p> <p>4. Noted.</p>	<p>1. Noted</p> <p>2. & 3. Completed.</p> <p>4. Noted.</p>	<p>Director Environment and Community Management</p>
<p>8 March 2016</p> <p>C97/16P COMMERCIAL AND RETAIL STUDY: NORTON STREET AND PARRAMATTA ROAD</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Endorse the Commercial and Retail Study: Norton Street and Parramatta Road as the basis for a review of land use planning policies and controls in Leichhardt Local Environmental Plan 2013 and Leichhardt Development Control Plan 2013; and 2. Forward a copy of the Commercial and Retail Study: Norton Street and Parramatta Road to UrbanGrowth NSW for consideration in the preparation of the Parramatta Road Urban Transformation Strategy. 	<p>1 & 4. Noted.</p> <p>2 & 3. Completed</p>	<p>1 & 4. Noted.</p> <p>2 & 3. Completed</p>	<p>Director Environment and Community Management</p>

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	<p>3. A letter accompanying the reports be sent to Urban Growth, noting that the reports have yet to consider a number of relevant matters, be submitted for public exhibition, be revised as required and be endorsed in final form by Council.</p> <p>4. That these documents be put out for community consultation at the appropriate time.</p>			
<p>8 March 2016</p> <p>C98/16P</p> <p>PARRAMATTA ROAD AND NORTON STREET URBAN DESIGN STUDY</p>	<p>That Council:</p> <p>1. Endorse the Parramatta Road and Norton Study Urban Design Study as the basis for a review of land use planning policies and controls in Leichhardt Local Environmental Plan 2013 and Leichhardt Development Control Plan 2013; and</p> <p>2. Forward a copy of the Parramatta Road and Norton Study Urban Design Study to UrbanGrowth NSW for consideration in the preparation of the Parramatta Road Urban Transformation Strategy.</p> <p>3. A letter accompanying the reports be sent to Urban Growth, noting that the reports have yet to consider a number of relevant matters, be submitted for public exhibition, be revised as required and be endorsed in final form by Council.</p> <p>4. That these documents be put out for community consultation at the appropriate time.</p>	<p>1 & 4. Noted.</p> <p>2 & 3. Completed</p>	<p>1 & 4. Noted.</p> <p>2 & 3. Completed</p>	<p>Director Environment and Community Management</p>
<p>8 March 2016</p> <p>C99/16P</p> <p>LEICHHARDT</p>	<p>That Council:</p> <p>1. Endorse the approach of the Industrial Precinct Planning interim report as the basis for the</p>	<p>1 & 4. Noted.</p>	<p>1 & 4. Noted.</p>	<p>Director Environment and</p>

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INDUSTRIAL PRECINCT PLANNING INTERIM REPORT	<p>completion of the Industrial Precinct Planning Project for the Leichhardt local government area; and</p> <p>2. Forward a copy of the Industrial Precinct Planning interim report to UrbanGrowth NSW for consideration in the preparation of the Parramatta Road Urban Transformation Strategy.</p> <p>3. A letter accompanying the reports be sent to Urban Growth, noting that the reports have yet to consider a number of relevant matters, be submitted for public exhibition, be revised as required and be endorsed in final form by Council.</p> <p>4. That these documents be put out for community consultation at the appropriate time.</p>	2 & 3. Completed	2 & 3. Completed	Community Management
<p>8 March 2016 C100/16P C101/16P LOCAL GOVERNMENT ACT AMENDMENT PHASE 1</p>	<p>That the draft submission attached to the report be endorsed by Council subject to the following amendments;</p> <p>Recommendation 3.2 - Council agrees with an extended term for Mayors for 2 years.</p> <p>Recommendation 5.3 – That Council does not support omitting requirements under section 339 for General Managers to report annually to the Council on the contractual conditions of Senior Staff.</p>	Submission sent.	Completed	General Manager
<p>8 March 2016 C102/16P ANNANDALE CONSERVATION AREA EXTENSION</p>	<p>That consideration of the report be deferred pending advice in respect of the cost of the heritage study.</p>	Report to be tabled at May Policy.	May 2016	Director of Environment and Community Management

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<p>8 March 2016</p> <p>C103/16P</p> <p>LEICHHARDT ADAPTING TO URBAN HEAT ISLAND REPORT</p>	<p>That Council:</p> <p>1. As per the adopted Leichhardt Environmental Sustainability Plan, implement Actions:</p> <ul style="list-style-type: none"> 1.1.1 (2017/18) <i>Review and update Leichhardt's Development Control Plan (DCP) to further enable sustainable, connected and walkable neighbourhoods; access to green open space; clean air, soil and water, a safe, attractive and comfortable environment; and climate responsive urban design.</i> 1.1.3 <i>Develop ecologically sustainable design guidelines for parks and civic spaces, including how to address heat island effects 2016/17 (\$63,000).</i> 4.1.4 <i>Review and update the Leichhardt Council Urban Forest Strategy and incorporate information from Council's urban heat island mapping, canopy cover and adaptive capacity assessments to help inform and prioritise locations and species for planting (2017/18). In addition conduct an analysis of tree canopy cover and set a tree canopy cover target for Leichhardt LGA as part of this project.</i> 4.3.1: <i>On an annual basis, identify new or renewed local council infrastructure (i.e. roads, drainage, car parks, buildings) for design from a water sensitive urban design (WSUD) perspective to progressively retrofit the urban landscape with water sensitive urban design thereby promoting urban cooling.</i> 	<p>1 Noted. Environmental Sustainability Plan Actions updated.</p>	<p>December 2016</p>	<p>Director of Environment and Community Management</p>
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<ol style="list-style-type: none"> 2. Present Leichhardt Adapting to Urban Heat Island Report outcomes and recommendations to relevant Council staff to increase their understanding of Urban Heat and how planning, urban design, community services, parks, tree management, WH&S and education staff can contribute to mitigating urban heat and community risk. 3. Incorporate recommendations and design principles to reduce urban heat within the upcoming <i>Functional Road Hierarchy Plan</i> and Neighbourhood Movement Plans. 4. Consider and incorporate urban heat island mitigation (e.g. consideration of materials, shade, water sensitive urban design, and green infrastructure) in active transport capital works projects (e.g. traffic calming, pedestrian and cycling). 5. Consider urban heat island mitigation strategies at major traffic intersections at the time of upgrading or undertaking maintenance works and recommend the same to NSW RMS. 6. Consider urban heat island mitigation strategies in the development of policies related to laneway activation. 7. Prepare and publicise information regarding preventing urban heat and how to reduce exposure to it on Council's website, Council e-news, in social media, to schools, community 	<p>2-6 Underway and ongoing.</p> <p>7. Liaising with Council media team.</p>	
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	centres, community service organisations and to home maintenance and modification service (HMMS) clients.			
	8. Write to SSROC requesting that correspondence be sent to the NSW Minister for the Environment and Ausgrid urging that Ausgrid and network owners commence a long-term program of converting powerlines in existing streets to Aerial Bundle Cables or underground powerlines to allow for greater street tree canopy cover to mitigate urban heat.	8. & 9. Correspondence completed.		
	9. Write to the Department of Health and the NSW Family and Community Services informing them of the outcomes and recommendations of the Leichhardt Adapting to Urban Heat Report.			
	10. In the preparation of canopy targets include an estimation of the impact of changes in canopy size on the quality of footpath lighting, and identify a dollar value for work required to retain the quality of footpath lighting at current levels.	10. Underway.		
	11. Take into account the effects of urban consolidation in the consideration of canopy targets.	11. Ongoing.		
	12. Undertake further research in relation to the Heat effect impact from high density living and development and also from the increasing high rise developments that are occurring in global cities such as Sydney and that the research should call on data from National and international research.	12. Timeframe to be confirmed.		

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<p>8 March 2016</p> <p>C105/16P DRAFT LEICHHARDT HOUSING ACTION PLAN 2016 - 2025</p>	That:			
	1. The report be received and noted	1. Noted	1. Completed	PTS 1-5 Group Manager Community and Cultural Services
	2. The Draft Housing Action Plan 2016-2025, including draft strategies and actions be placed on public exhibition for a period of 30 days and;		2a. Completed	
	a) copies of the Draft Housing Action Plan be forwarded to key stakeholders including SSROC, Local Government NSW, Unions NSW, neighbouring councils and NSW Government and statutory bodies for their review and comments	2a. Actioned Submission sent.		
	b) interested stakeholders including neighbouring Councils be invited to participate in a discussion of the Draft at the next Housing Advisory Committee Meeting of 23 March 2016	2b. Actioned, Housing Committee met 23 March 2016	2b. Completed	
	3. A further report be brought to Council outlining the feedback from the community and key stakeholders and recommending the final strategies and actions for endorsement and resources required for future implementation by Council.	3. Underway	3. June 2016	
	4. Council note that an allocation of funds in 2016/17 is required to assist in the implementation of Housing related actions included in this report and as part of the Draft Housing Action Plan.	4. Underway	4. June 2016	
		5. a - c Noted		

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	<p>5. The Draft Housing Action Plan include a section defining Council's policy in respect to the allocation of affordable housing and boarding house tenancies, showing the following:</p> <p>Allocation of affordable housing and boarding house tenancies</p> <p>a. That the allocation of tenancies for affordable housing created within Leichhardt through the input of Council's planning powers and/or resources will be determined by the administering community housing provider;</p> <p>b. That for other affordable housing stock in the LGA derived through other means (such as through acquisitions made by community housing providers), that Council encourage an allocation preference be given to persons with established links to the LGA;</p> <p>c. That Council report on the feasibility of conditioning accommodation approved under the 'new boarding house' provisions to limit tenancies to persons with established links to the area.</p>	<p>c. In progress</p>	<p>5. a - c, June 2016</p>	
	<p>6. \$60,000 for special consultancies addressing elements of the Housing Action Plan be allocated in the 2016/17 budget.</p>	<p>6. To be included in Draft Budget</p>	<p>6. June 2016</p>	<p>Part 6 & 7 Manager Financial Services</p>
	<p>7. Council examine the feasibility of introducing a concession in Council's rating structure in respect of commercial properties where current planning provisions provide for residential</p>	<p>7. In progress</p>	<p>7. June 2016</p>	

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	accommodation on the property and where such residential property may be made available and occupied as affordable housing by key workers and the outcome be included in the report provided for in Point 3 above.			
8 March 2016 C106/16P OCCASIONAL CARE	<p>That Council:</p> <ol style="list-style-type: none"> 1. Approve the relocation of Annandale Occasional Care from the end of first Term 1, 7th April 2016 and extend operations at Balmain Occasional Care from 11th April. 2. Lodge a S96 to support the extension of hours to open the service from 8:30am. 3. Promotion of the Occasional Care service be increased across the Leichhardt community. 4. Review of Occasional Care utilisation be undertaken at least 6 months after relocating to Balmain and the implementation of a promotional campaign. 	<ol style="list-style-type: none"> 1. Parents notified. 2. April 2016 3. Promotion starting at the end March. 4. Review in 6 months after operation. 	October 2016	Director Infrastructure and Service Delivery
8 March 2016 C107/16P REFUGEE WELCOME CENTRE PROGRESS REPORT MARCH 2016	<ol style="list-style-type: none"> 1. That Council initiate a formal agreement with Settlement Services International and other relevant major partners to support the establishment of phase 1 of the strategy. 2. That a further report detailing the intended operation of phase 1 of the implementation strategy for the Welcome Centre operating as a day centre from building 502 in Callan Park, be brought to the April Policy Meeting of Council to allow for public exhibition and community input. 	<ol style="list-style-type: none"> 1. In progress, meeting 22 March 2016 2. April Policy Meeting 	Completed	Group Manager Cultural and Community Services

OTHER POLICY COUNCIL RESOLUTIONS

<p>8 March 2016</p> <p>C108/16P SOCIAL AND AFFORDABLE HOUSING - EXPRESSIONS OF INTEREST AND HOUSING BONDS</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Receive and note the report on the call for Expressions of Interest in the NSW Government Social and Affordable Housing Fund. 2. Make a submission to the Commonwealth Treasury requesting that they explore housing bond schemes in both New Zealand and Europe (particularly the Auckland City Council housing bonds trial) as an innovative method to deliver affordable housing in the Australian context as part of their current review. 3. Write to the NSW Minister for Social Housing, the Hon. Brad Hazzard MP, to seek funds to develop a business case on housing bond schemes and a council guarantee as a means to deliver affordable housing in NSW. 4. Initiate talks with local community housing providers and other SSROC Councils on the need for a housing bond scheme, and in particular a council –guaranteed housing bond, and their level of interest in working with council to develop such a scheme. 5. Note that a report has been tabled at the March Policy meeting in relation to the Draft Housing Action Plan 6. Note that an allocation of funds in 2016/17 is 	<ol style="list-style-type: none"> 1. Completed. 2. Submission sent. 3. & 4. Progressing 5. & 6. Noted 	<p>April 2016</p>	<p>Director Environment and Community Management</p>
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OTHER POLICY COUNCIL RESOLUTIONS

	required to assist in the implementation of Housing related actions included in his report and as part of the Draft Housing Action Plan.			
8 March 2016 C110/16P FLOOR SPACE RATIO GATEWAY DETERMINATION	That Council request a review of the determination by the Department of Planning.	Completed	Completed	Director Environment and Community Management

ITEM 3.2 DCP 2013 HOUSEKEEPING AMENDMENTS: PUBLIC EXHIBITION OUTCOMES

Division	Environment and Community Management
Author	Team Leader Strategic Planning
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment Business in the community Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	The purpose of this report is to: <ol style="list-style-type: none"> 1. Advise Council of the outcomes of the public consultation on the proposed amendments to the <i>Leichhardt Development Control Plan 2013</i>. 2. Obtain a Council Resolution to adopt the proposed amendments to <i>Leichhardt Development Control Plan 2013</i>.
Background	On 9 February 2016 Council resolved (C22/16P) to exhibit the draft amendments to <i>Leichhardt Development Control Plan 2013</i> . The draft amendments were placed on public exhibition from 24 February 2016 to 23 March 2016 in accordance with <i>Environmental Planning and Assessment Regulations 2000</i> .
Current Status	The second stage of the <i>Leichhardt Development Control Plan 2013</i> review is underway.
Relationship to existing policy	Further stages of the <i>Leichhardt Development Control Plan 2013</i> will be reported to Council in 2016.
Financial and Resources Implications	Newspaper advertisement \$1200. This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure.
Recommendation	That Council adopt the exhibited draft amendments to <i>Leichhardt Development Control Plan 2013</i> .
Notifications	<ol style="list-style-type: none"> 1. Local Newspaper advertisement of the Council's adoption of the <i>Leichhardt Development Control Plan 2013</i> amendments within 28 days of the decision to make the amendments. 2. Provide a copy of the Amended <i>Leichhardt Development Control Plan 2013</i> to the

	Secretary of the Department of Planning and Environment.
Attachments	Attachment 1- Leichhardt Development Control Plan Amendment 5 (as proposed) Attachment 2- Leichhardt Development Control Plan Amendment 5 (as proposed) with track changes Provided electronically only due to its size - will be circulated to Councillors on iPads and placed on Council's website

Purpose of Report

The purpose of this report is to:

1. Advise Council of the outcomes of the public consultation on the proposed amendments
2. Obtain a Council Resolution to adopt the proposed amendments to *Leichhardt Development Control Plan 2013*.

Recommendation

That Council adopt the exhibited draft amendments to *Leichhardt Development Control Plan 2013*.

Background

On 9 February 2016 Council resolved (**C22/16P**) to exhibit the draft amendments to *Leichhardt Development Control Plan 2013*. The draft amendments were placed on public exhibition from 24 February 2016 to 23 March 2016 in accordance with *Environmental Planning and Assessment Regulations 2000*.

Report

History

Leichhardt Development Control Plan 2013 was adopted on the 3rd of February 2014. Since its adoption, minor spelling, formatting and mapping errors have become apparent. Inconsistencies and inaccuracies in relation to terms, definitions, referencing and figures have also been identified.

Council's strategic planning team have initiated a process of review and identified that some sections of the *Leichhardt Development Control Plan 2013* need to be updated because more than two years have passed since DCP 2013 was drafted. A number of Council resolutions and actions in Council's strategic plans also require amendments to *Leichhardt Development Control Plan 2013*.

This current Housekeeping Amendment represents Stage 1A of the DCP review and will ensure that minor errors and inaccuracies identified in the DCP are addressed. A summary of the proposed amendments and rationale are listed in the following table.

Section	Amendments and Rationale
All Sections	Minor changes – de-italicisation of key words, text alignment, lists, bullets, numbering, referencing, formatting.
Cover Document (New)	A schedule of amendments page has been added to the title page as well as a detailed Table of Contents.
Part A – Introduction	A3.2 Complying Development amended to ensure that the notification requirements are consistent with other legislation.

Section	Amendments and Rationale
Part B – Connections	Minor changes to wording (to improve readability).
Part C – Place	Minor changes to wording (to improve readability).
	Amendments to diagrams to address spelling errors.
	Improvements to layout.
	Introduction of new maps for Part C Section 2 to replace all existing maps. New maps provide new levels of detail (City West Link and Light Rail Line) and are clearer and easier to read. All technical errors in the existing maps have been corrected.
	Controls in Part C Section 2 that prescribe maximum building wall heights (in metres) have been amended so that in all instances, reference is made to “wall height” rather than “building envelope.”
	Building Envelopes determine a range of features to a house including the height of the wall as well as the pitch of the roof. The words “building envelope” are therefore not the most appropriate words to use when specifically referring to a wall height.
	Change to the way time periods are referred to. This is to ensure that the DCP is easy to read.
	Subheadings in Part C Section 2 shortened.
	C2.2.1.6(a) Nelson Street Laneways Sub Area Control 1 and Control 4 amended to accurately define the laneways in this sub area.
Part D – Energy	C2.2.1.8 Camperdown Distinctive Neighbourhood duplicate control deleted
	New Figure C118 Side boundary setbacks graph.
Appendix A – Glossary	Amendments to Part D2.3 Control 15, 21, 22 and 24 to improve clarity of waste capacities and storage room dimension requirements for multi-unit dwellings.
Appendix C – Urban Framework Plans	Deletion of a number of terms (to remove conflicts with SI LEP).
Appendix D – Energy and Waste Templates	Higher resolution version.
Appendix D – Energy and Waste Templates	Deletion of a row from 2.4 <i>Waste and Recycling Generation Rates</i> to eliminate inconsistency with Part D of DCP 2013.
	Replaced figure with higher resolution version of <i>Section 7 – Example of a Waste and Recycling Storage Room</i> .

Note - No changes have been made to Appendix F – Late Night Trading Maps.

Document	Proposed Amendments and Rationale
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Document	Proposed Amendments and Rationale
Tree Management Technical Manual	Minor changes to wording (to improve readability).

Community Engagement

In accordance with Council resolution **(C22/16P)** of 9 February 2016, the draft amendments to *Leichhardt Development Control Plan 2013* were exhibited from 24 February 2016 to 23 March 2016. The consultation was undertaken in accordance with Council's Community Engagement Framework. Notification of the community consultation included:

- A quarter-page public notice/advertisement in the local newspaper (Inner West Courier) on 23rd February 2016; which has a circulation of around 80,000 and a readership of 100,000 plus
- Placement on the agenda of the February 2016 Planning and Urban Design Committee Meeting;
- Advertised prominently on the Council website throughout the consultation period;
- Documents on exhibition were made available to the public for 29 days from 24 February 2016 to 23 March 2016 via;
 - a dedicated website (leichhardt.nsw.gov.au/dcp2013);
 - copies at Council's Customer Service Centre, Leichhardt Library and Balmain Library.

The following documents were on public exhibition:

- *Leichhardt Development Control Plan 2013* Amendment 5 (as proposed) (**Attachment 1**)
- *Leichhardt Development Control Plan 2013* Amendment 5 (as proposed) with track changes (**Attachment 2**)

Financial and Resources Implications

Costs associated with advertising the adoption of the amended *Leichhardt Development Control Plan 2013* (approximately \$1200). This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure.

Summary/Conclusions

No submissions were received by Council. It is recommended that the Council approve the proposed changes to *Leichhardt Development Control Plan 2013* and adopt the amended *Leichhardt Development Control Plan 2013*.

Attachments

Attachment 1- Leichhardt Development Control Plan Amendment 5 (as proposed)

Attachment 2- Leichhardt Development Control Plan Amendment 5 (as proposed)
with track changes

Provided electronic only due to its size - will be circulated to Councillors on iPads and placed on Council's website.

ITEM 3.3

DRAFT NORTH ANNANDALE NEIGHBOURHOOD MOVEMENT PLAN - APPROVAL FOR EXHIBITION

Division	Environment and Community Management
Author	STRATEGIC TRANSPORT PLANNER
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment Business in the community Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	This report has been prepared to provide Council with an overview of the draft Annandale North Neighbourhood Movement Plan and seek approval to place the Plan on public exhibition.
Background	Council's Integrated Transport Plan (ITP) identified the need to select neighbourhoods for the preparation of neighbourhood movement plans. In accordance with the ITP, Annandale North was chosen for Council's first neighbourhood movement plan. Clouston Associates were commissioned to prepare the Annandale North Neighbourhood Movement Plan in consultation with Council Officers
Current Status	Draft Annandale North Neighbourhood Movement Plan prepared prior to public exhibition.
Relationship to existing policy	Included in Leichhardt Integrated Transport Plan adopted by Council 25 February 2014 (C13/14)
Financial and Resources Implications	This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure. Funds will not be required for any of the studies or treatments included in the Neighbourhood Movement Plan until the Plan has been finalised (subject to community consultation). Once the Plan has been finalised additional studies, designs and treatments will be subject to Council's normal budgetary processes
Recommendation	That Council place the draft Annandale North Neighbourhood Movement Plan on public exhibition.
Notifications	Public exhibition will be in accordance with Council's Community Consultation Framework.
Attachments	1. Annandale North Neighbourhood Movement Plan Consultant Report

Purpose of Report

This report has been prepared to provide Council with an overview of the draft Annandale North Neighbourhood Movement Plan, seeking approval to exhibit the study for public comment.

Recommendation

That Council place the draft Annandale North Neighbourhood Movement Plan on public exhibition.

Background

In February 2014 Council adopted its Integrated Transport Plan (ITP). Within the ITP; Strategy 7, Action 6.2, Task 7 prescribes the need to identify critical precincts for the preparation of neighbourhood movement plans. The ITP proposes neighbourhood movement plans as a means of applying a coordinated approach to the planning and implementation of the various elements contained in Council's key strategies, including:

- Improved:
 - local environmental amenity;
 - safety and security;
 - sustainability;
- enhanced pedestrian and cycle networks;
- reduced potential for vehicular/pedestrian conflict;
- enhanced green spaces;
- opportunities for place making initiatives;
- improved liveability, active transport and consequently community health.

Ultimately the goal of Leichhardt's neighbourhood movement planning is to create safe, friendly, walkable neighbourhoods, with plans that inform future works programs to ensure a coordinated approach to active living, community development and infrastructure provision. Each of Council's neighbourhood movement plans will be prepared to:

- identify key principles that can be applied to the subject neighbourhood;
- identify future studies/analysis to provide detailed designs for specific locations within the neighbourhood;
- create an action plan which identifies priorities and indicative costs associated with specific treatments proposed in neighbourhood;
- inform Council's future works programs;
- guide landscaping, active transport and traffic management initiatives;
- provide an adopted position to guide Council's discussions with the State Government, and developers, regarding future proposals (eg Bays Precinct and the WestConnex portal) in and around the subject neighbourhood.

Through a preliminary analysis of circumstances associated with various neighbourhoods in Leichhardt LGA, Annandale North was identified as a suitable

area for Council's first neighbourhood movement plan. The demand elements identified in Annandale North included:

- on-going resident concern over pedestrian safety issues in the vicinity of Rozelle Bay Light Rail Stop, most particularly in Prichard Street and Railway Parade;
- the neighbourhood's proximity to:
 - Rozelle Railyards and its future development as part of the Bays Precinct;
 - the potential WestConnex Rozelle Portal;
 - Harold Park redevelopment;
- opportunities presented by existing green space in and around the neighbourhood;
- existing barriers created Johnston Street and the Crescent.

Consequently, Annandale North was chosen as the first of a number of neighbourhood movement plans, potentially becoming the template for future neighbourhoods. While each neighbourhood will have its own unique needs it is proposed that the basic principles of safety, sustainability and walkability should be common to all.

Report

In late 2014 Leichardt strategic transport team initiated an extensive data collection exercise throughout and adjacent to the Annandale North including:

- pedestrian counts;
- bike counts;
- traffic counts;
- crash analysis;
- street widths;
- desire lines;
- topographic analysis.

Subsequently, Clouston Associates were appointed to assist in creating the neighbourhood movement plan for Annandale North. The guiding principles used in preparing the neighbourhood movement plan are based on the extensive strategic framework which Leichardt Council has established through its various strategies including:

- Leichardt 2025+;
- Community And Cultural Plan;
- Integrated Transport Plan;
- Environmental Sustainability Plan;
- Climate Change Strategy;
- Pedestrian Access And Mobility Plan
- DCP/LEP.

Leichhardt's bike plan was being reviewed concurrently with the neighbourhood movement plan and both studies informed each other's preparation.

Additionally, a liaison group was established with key Council units to assist in developing a multi-disciplinary approach to the project. Particular attention was paid to ensuring that the Neighbourhood Movement Plan is in accordance with Council's recreation planning and infrastructure programming

Summary of Annandale North Neighbourhood Movement Plan

Project Objectives

The aim of the Annandale North Neighbourhood Movement Plan is to provide recommendations to support and promote a safe, friendly, walkable neighbourhood. Additionally, it has been designed to provide linkages between key community points of interest by identifying opportunities for:-

- movement related infrastructure;
- environmental and streetscape improvements;
- place making; and
- activation of key spaces within the neighbourhood.

The Study area for the Plan is illustrated in Figure 1.

Key Constraints Identified

The key constraints identified in the Plan include:

- Johnston Street represents a significant barrier to east-west movement, particularly during peak hours;
- any changes to Johnston Street will require extensive negotiations with Roads and Maritime;
- due to current traffic circumstances Johnston Street is not an easy route to promote for wide-spread bicycle use;
- the Whites Creek shared path is not designed for commuters as it is narrow, has a recreational interface and poor connections to the regional commuter bike network;
- Steep topography is an impediment to active transport, in particular for less mobile people and in an east-west direction.



Figure 1 – Study Area

Key Opportunities Identified

The key opportunities identified in the Plan include:

- the existing character and amenity of the neighbourhood provides an attractive setting for active transport;
- the gentler gradients along north-south streets offer opportunities for widely accessible links between residents and key destinations;
- the creek corridors (White Creek and Johnston's Creek) offer the potential to connect with regional networks of recreation paths;
- there is scope to improve feed-in links to regional cycle routes;
- Annandale North Public School and Hinsby Park are significant, central destinations with potential to encourage active transport use;
- key destinations are well distributed and attract people, encouraging movement and provide passive surveillance;
- active transport will be greatly enhanced by making it easier and safer to cross Johnston Street, along its length;
- a well-established network of footpaths can be further enhanced to support active movement;
- the existing streetscape is attractive and can be further enhanced to provide greater consistency and amenity;
- generously proportioned road corridors have scope to be re-designed without adversely affecting traffic flow or parking provision.

Strategic Framework Established by the Plan

The Neighbourhood Movement Plan enunciates a strategic framework based on the following principles:

- building on the unique local setting, character and urban structure;
- emphasising the profile of Whites Creek and Johnston's Creek;
- connecting key day-to-day destinations within and adjacent to the neighbourhood;
- providing high levels of amenity and safety to encourage active transport;
- separating the active movement network from major roads;
- maximising accessibility of key routes;
- providing quieter recreation paths within the creek corridors;
- retaining some informality to the landscape.

Key Features of the Plan

Based on the strategic framework referred to above, a number of concepts and principals have been developed in the Neighbourhood Movement Plan. The central features of the plan are shown in Figure 2 and include:

- establishment of Piper Street as a central east-west green corridor facilitating local environmental improvements and increase opportunities for active transport;
- recognising Johnston Street's existing through function while maintaining the relevance of its heritage significance;
- facilitating safe informal crossing of Johnston Street while maintaining peak hour traffic capacity and movement;
- providing active movement corridors along parallel to Johnston Street;
- providing secondary east-west links including along Rose Street;
- designing residential streets as low speed environments (ideally <30km/h);
- enhancing key intersections as community spaces;
- strengthening the creek corridors as green recreation and movement corridors;
- assisting people to navigate the steep topography of the neighbourhood through small scale investments to maximise accessibility;
- enhancing existing, and creating new, connections to destination adjacent to the neighbourhood;
- undertaking a series of public domain upgrades to create a more legible neighbourhood with a high level of environmental amenity;
- investigating the long-term opportunity for a 'highline' to approach to the existing Viaduct.

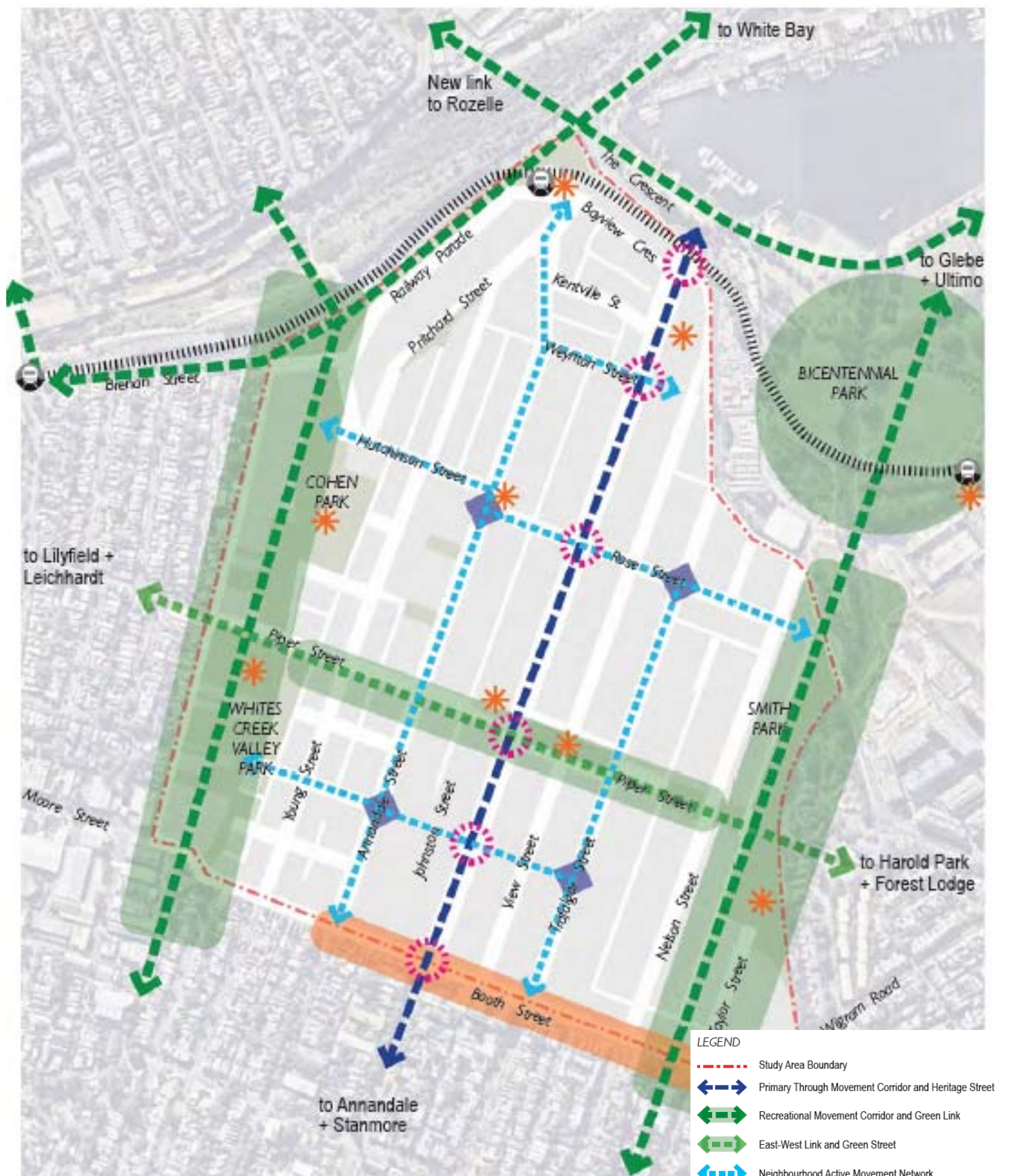


Figure 2 – Strategic Principles/Concepts

The Plan's Key Sites

The Plan includes five key sites that illustrate its strategic principles and design directions in greater detail. The five sites are:

1. Whites Creek Valley Parklands;
2. Buruwan Park;
3. Piper Street (Spindler Park to Whites Creek Valley Park);
4. Johnston Street;
5. Annandale Street.

Figures 3 – 7 provide examples of how the some of the strategic principles and design directions could be applied to these sites. Section 4 of the Neighbourhood Movement Plan provides greater detail including five potential carriageway configurations, intersection treatments and accessibility options.






Figure 3 – Whites Creek Recommendations



FIGURE 11: DETAIL PLAN A - WHITES CREEK VALLEY PARKLANDS (not to scale)

LEGEND

- | | | |
|---|--|-----------------------------------|
|  | Centralized road crossing | 1. Potential new pedestrian paths |
|  | Primary cyclist path | 2. Existing bridges over creek |
|  | East-west link opportunity through viaduct | 3. Existing paths to be realigned |
| | | 4. Existing wetlands |

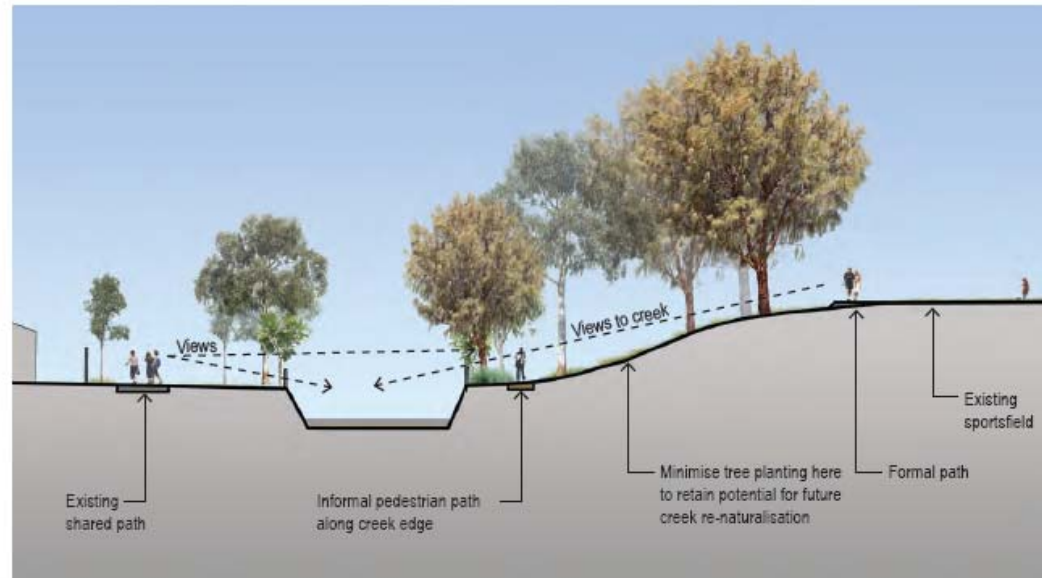


FIGURE 12: INDICATIVE SECTION AA: COHEN PARK - WHITES CREEK VALLEY PARKLANDS (not to scale)

Figure 4 – Whites Creek Parkland Treatment

Note: References in parentheses correlate with the Action Plan priorities on pages 38 and 39 of this report.



Figure 5 Piper Street – Spindler Park Link Recommendations



Figure 6 – Buruwan Park Recommendations



Figure 7 Annandale Street

Implementation

The Annandale North Neighbourhood Movement Plan is a strategic document which, while it includes recommended actions and an “Action Plan: (Section 5) will require detailed design work to permit implementation. It is proposed that the final plan will be used to inform Council’s Infrastructure and Service Delivery works programs and to assist in facilitating a coordinated approach to planning and infrastructure provision for the neighbourhood.

Financial Implications

This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure as it does not require a commitment of funds at this time.

No funds will be required for any of the studies or treatments included in the Neighbourhood Movement Plan until the Plan has been finalised (subject to community consultation). Once the Plan has been finalised additional studies, designs and treatments will be subject to Council’s normal budgetary processes.

Next Steps

Subject to Council approval, it is proposed that the draft Annandale North Neighbourhood Movement Plan will be exhibited for public comment in accordance with Council’s Community Consultation Framework.

Summary/Conclusions

The draft Annandale North Neighbourhood Movement Plan outlines a series of principles and steps (including associated studies) which will assist in creating a safe, sustainable and walkable neighbourhood. In order to gauge community response to the draft Plan’s strategic principles, design directions and recommendations it is proposed that the draft Plan should be placed on public exhibition.

Attachments

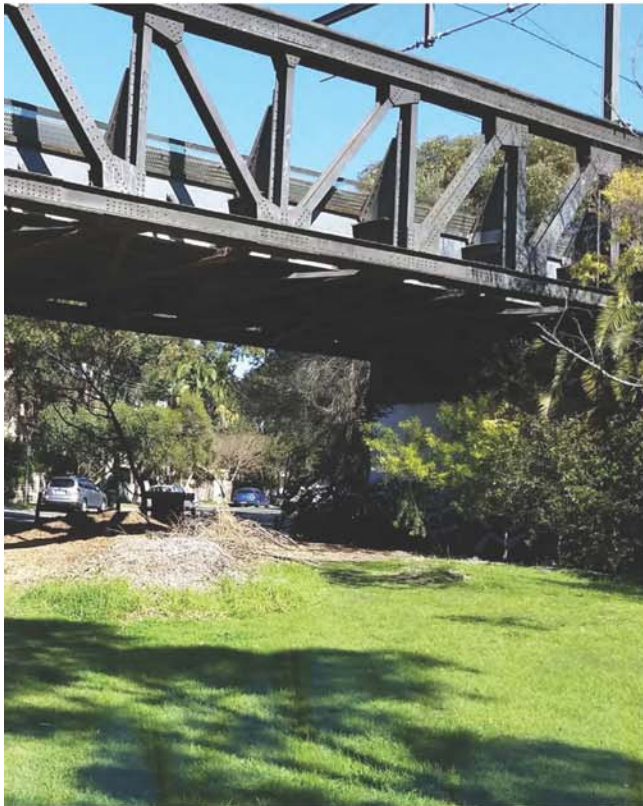
1. Annandale North Neighbourhood Movement Plan Consultant Report



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Leichhardt Municipal Council
Annandale North
Neighbourhood Movement Plan - Report
S15-0064 | 19/01/2016



Cover Image
Trafalgar Street
Inside Cover
Burwanah Park



ANNANDALE NORTH NEIGHBOURHOOD MOVEMENT PLAN FINAL DRAFT - FOR EXHIBITION

Client:
LEICHHARDT MUNICIPAL COUNCIL

Prepared by

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S15-0064 R01	A	03/11/2015	DRAFT	JF	JF	CL
S15-0064 R01	B	19/01/2016	DRAFT FOR PUBLIC EXHIBITION	TS	JF	

Note: this document is preliminary unless validated.

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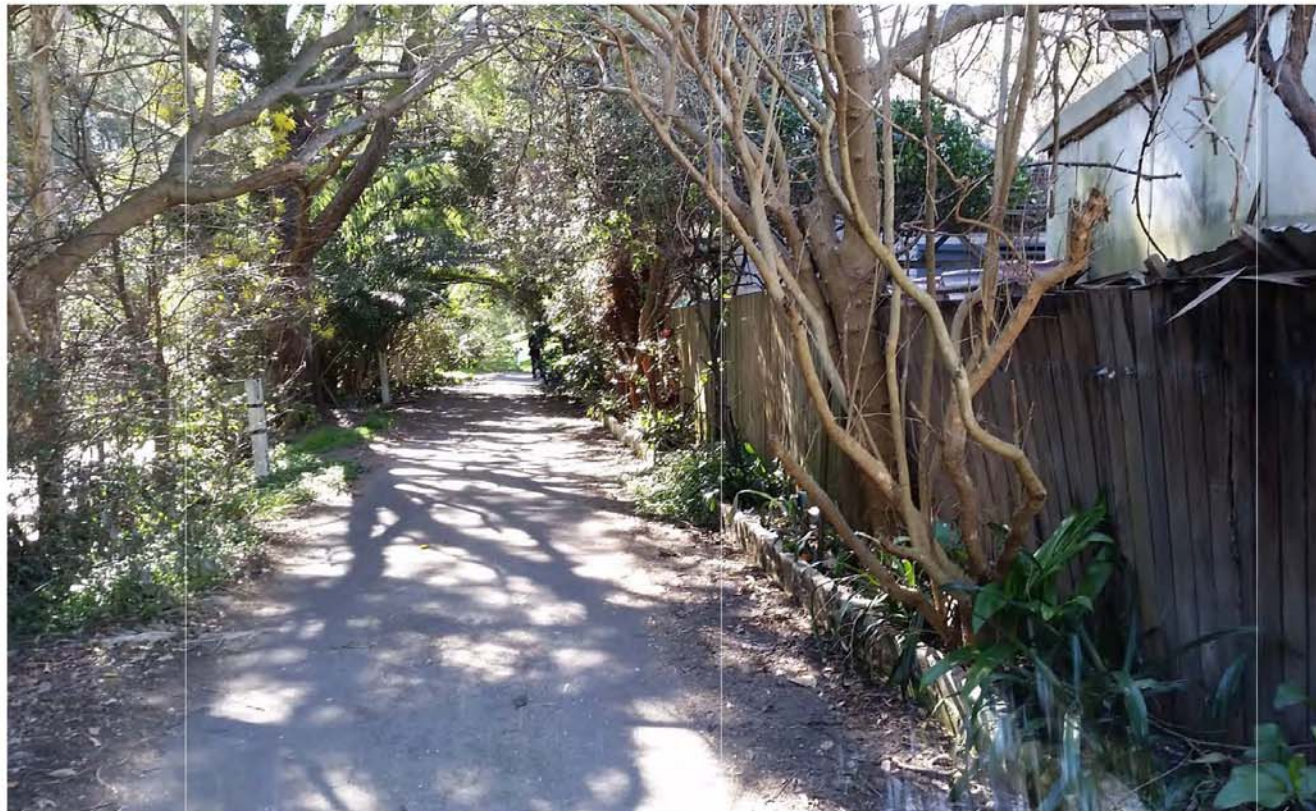
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EXECUTIVE SUMMARY

This report constitutes the Annandale North Neighbourhood Movement Plan (ANMP). It was prepared by CLOUSTON Associates in consultation with Leichhardt Municipal Council (LMC) and GTA Consultants.

In its strategic planning, LMC identified the preparation of Neighbourhood Movement Master Plans (NMPs) as a means to facilitate safe, friendly walkable and cycleable neighbourhoods and to provide linkages between key community points of interest. They will assist in bringing various elements of LMC's Integrated Transport Plan to fruition in individual neighbourhoods.

PROJECT OBJECTIVES

The aim of the ANMP is to provide recommendations to support and promote safe, friendly, walkable and rideable neighbourhoods and to provide linkages between key community points of interest by identifying opportunities for:

- movement related infrastructure
- environmental and streetscape improvements
- place making and
- activation of key spaces within the neighbourhood.

This will assist LMC in planning for capital works to encourage safe active transport, while providing the community with enhanced information regarding the movement systems within and adjacent to their neighbourhood.

CONSTRAINTS AND OPPORTUNITIES

Section 2 summarises the site analysis. It audited the existing site conditions within the neighbourhood and identified the following key constraints and opportunities:

Major Constraints

- Johnston Street represents a significant barrier to east-west movement, in particular during peak hours.
- Johnston Street falls under the jurisdiction of the RMS. Any changes to the road corridor will require RMS approval.
- Due to its arterial road function and high traffic volumes Johnston Street is not a suitable route for promoting wide-spread bicycle use.
- The Whites Creek Valley cycleway is not suited for commuters due to its narrow width, the recreation interface and poor connections to the network.
- Steep topography is an impediment to active transport, in particular for less mobile people and in an east-west direction.

Key Opportunities

- The existing character and amenity of the neighbourhood provide an attractive setting for active transport.
- Many neighbourhood streets provide pleasant, quiet and safe routes for movement of both pedestrians and bicycles.
- The gentler gradients along north-south streets offer opportunities for widely accessible links between residents and key destinations.
- The creek corridors offer the potential to connect with regional networks of recreation paths.
- There is scope to improve fixed-in links to regional cycle routes.
- Annandale North Public School and Hinsby Park are a major central destination with potential to encourage active transport.
- Key destinations are well distributed and attract people to encourage movement and provide passive surveillance.
- Active movement will be greatly enhanced by making it easier and safer to cross Johnston Street, along its length.
- A well-established network of footpaths can be further enhanced to support active movement.
- The existing streetscape is attractive and can be further enhanced to provide greater consistency and amenity.
- Generously proportioned road corridors have scope to be re-designed without adversely affecting traffic flow or parking provision.

STRATEGIC FRAMEWORK

Section 3 links the ANMP with LMC's strategic planning framework, on the basis of which the following strategic principles were developed:

- Build on the unique local setting, character and urban structure.
- Emphasise the profile of Whites Creek and Johnstons Creek.
- Connect key day-to-day destinations within and beyond the neighbourhood.
- Provide high levels of amenity and safety to encourage active transport.
- Separate the Active Movement Network from the major regional link road.
- Maximise accessibility of key routes.
- Provide quieter off-line and recreation paths in the creek corridors.
- Retain some informality to the landscape.

Based on the strategic principles, a number of specific design directions are developed and summarised in the Neighbourhood Movement Plan.

The central features of the plan are:

- Maintain Johnston Street as a through route and recognise its heritage significance.
- Provide active movement corridors along parallel north-south streets.
- Design residential streets as low speed environments (ideally <30km/h).
- Establish Piper Street as a central east-west green movement corridor.
- Provide secondary east-west links including along Rose Street.
- Facilitate safe informal crossing of Johnston Street while maintaining peak hour traffic capacity and movement.
- Enhance key intersections as community places.
- Strengthen the creek corridors as green recreation and movement corridors.
- Investigate the long-term opportunity for a 'highline' along the Viaduct.
- Assist people to navigate the steep topography of the neighbourhood through small scale investments to maximise accessibility.
- Enhance existing and create new connections beyond the neighbourhood.
- Undertake a series of public domain upgrades to create a legible neighbourhood of high amenity.

Based on the strategic principles and design directions, Section 4 provides concepts for five key sites that illustrate strategic principles and directions in more detail. The five sites are:

1. Whites Creek Valley Parklands
2. Buruwan Park
3. Piper Street (Spindlers Park to Whites Creek Valley Park)
4. Johnston Street
5. Annandale Street

IMPLEMENTATION

An Action Plan in Section 5 identifies further steps that need to be taken to implement the ANMP. They include:

- Further studies including preparation of a Neighbourhood Public Domain Manual and detailed design work for Whites and Johnstons Creeks Linear Parklands, Buruwan Park, Piper Street and Johnston Street
- Planning priorities
- Capital works priorities

Planning and capital works priorities were assigned both a priority and a cost ranking that identify high, medium and low priorities and magnitude of costs.

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1. BACKGROUND, PURPOSE AND OBJECTIVES

BACKGROUND

The Annandale North Neighbourhood Movement Plan (ANMP) is the first in a series of Neighbourhood Movement Plans Leichhardt Municipal Council intends to develop across its Local Government Area (LGA).

Council has identified the preparation of Neighbourhood Movement Master Plans in its *Community and Cultural Plan* and *Integrated Transport Plan*, as a means to facilitate safe, friendly walkable and cycleable neighbourhoods and to provide linkages between key community points of interest.

The ANMP focuses on the core of Annandale North, while giving consideration to surrounding areas. The study area is shown in Figure 1.

PURPOSE OF THIS REPORT

The aim of the ANMP is to provide recommendations to support and promote safe, friendly, walkable and rideable neighbourhoods and to provide linkages between key community points of interest, both within and beyond the suburb by identifying opportunities for

- movement related infrastructure
- environmental and streetscape improvements
- place making and
- activation of key spaces within the neighbourhood.

Neighbourhood Movement Master Plans have been proposed to assist in bringing various elements of Council's Integrated Transport Plan to fruition in individual neighbourhoods. To this end they also build on Council's extensive strategic planning work to date, including its strategic plan Leichhardt 2025+, its *Community and Cultural Plan*, *Environmental and Sustainability Plan* and its *Employment and Economic Development Plan*.

PROJECT OBJECTIVES

The objectives of the project are to

- assist Council in planning for capital works to encourage safe active transport within, to and through the study area
- provide the community with enhanced information regarding the movement systems with and adjacent to their neighbourhood
- encourage increased use of active transport to, through and within the neighbourhood by creating a 10 minute walkable neighbourhood for daily needs
- improve connectivity between Annandale North and adjacent areas including Lilyfield/Rozelle and with regard to potential longer term opportunities through redevelopment of the Rozelle Rail yards as part of the Bays Precinct project
- improve the attractiveness and safety of the area to encourage increased active transport, at various times of the day and days of the week.

Project Tasks

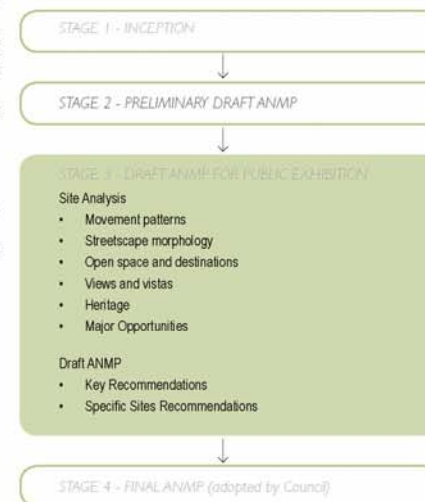
In developing the ANMP the main tasks involved:

- A review of existing strategic documents and other relevant background information.
- An analysis of the physical setting of the Annandale North Neighbourhood including a number of site visits.
- Identification of constraints and opportunities.
- Discussions with Council staff.

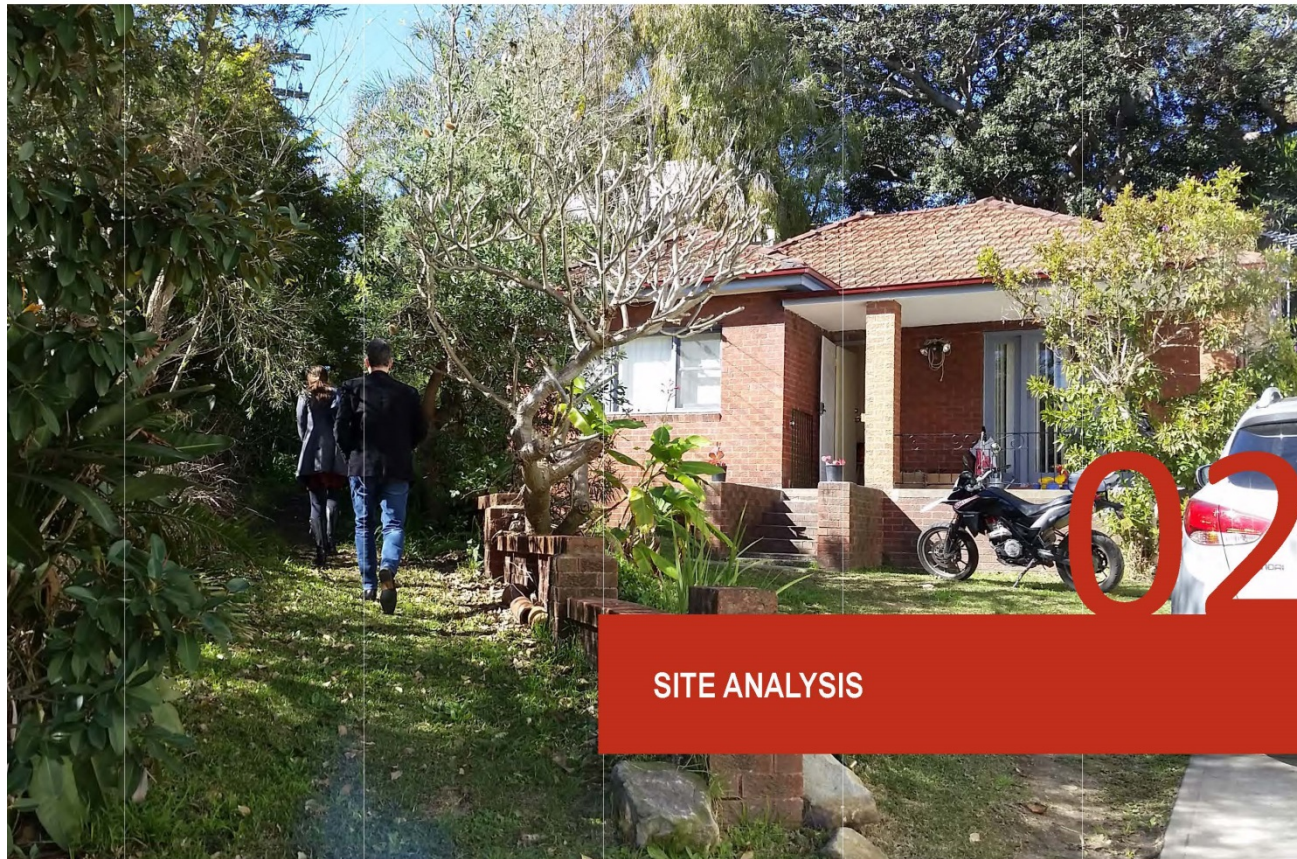
STUDY PROCESS

The ANMP was prepared in consultation and collaboration with Council staff and GTA Traffic consultants. This report summarises the findings of the study to date, for the community to review, comment and provide input towards refinement and finalisation, prior to adoption by Council.

The following diagram summarises the study process.



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2. SITE ANALYSIS

The site analysis provides an overview audit of the existing site conditions within the neighbourhood. A number of key factors were analysed with a view to identifying key constraints and opportunities in respect of promoting and encouraging greater active transport use. These were:

- existing movements patterns
- open space and neighbourhood destinations
- topography
- views, vistas and heritage
- existing streetscape typology and morphology.



FIGURE 1a: METROPOLITAN CONTEXT

ANNANDALE NORTH NEIGHBOURHOOD MOVEMENT PLAN



FIGURE 1b: THE STUDY AREA



FIGURE 1b: THE STUDY AREA

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EXISTING MOVEMENT PATTERNS

The analysis reviewed traffic counts for vehicles, bicycles and pedestrians to identify existing movement patterns including key routes, key movement periods and likely destinations.

Vehicle Movements

Council holds extensive data and traffic counts. These were analysed and the major movement patterns summarised in Figure 2. Key findings are:

- The majority of streets in the study area experience little traffic, even during peak hours (less than 1 car/ minute).
- Johnston Street is the major vehicular thoroughfare.
- Parts of Annandale Street, Piper Street and Brennan Street receive increased traffic during the morning and afternoon peak. However, vehicle movements still remain less than 2 vehicles per minute.

LEGEND

--- Study Area Boundary

Vehicles 7:45am-8:45am weekdays

→ 1-2 Vehicles per minute

→ 2+ Vehicles per minute

Vehicles 5:00pm-6:00pm weekdays

→ 1-2 Vehicles per minute

→ 2+ Vehicles per minute

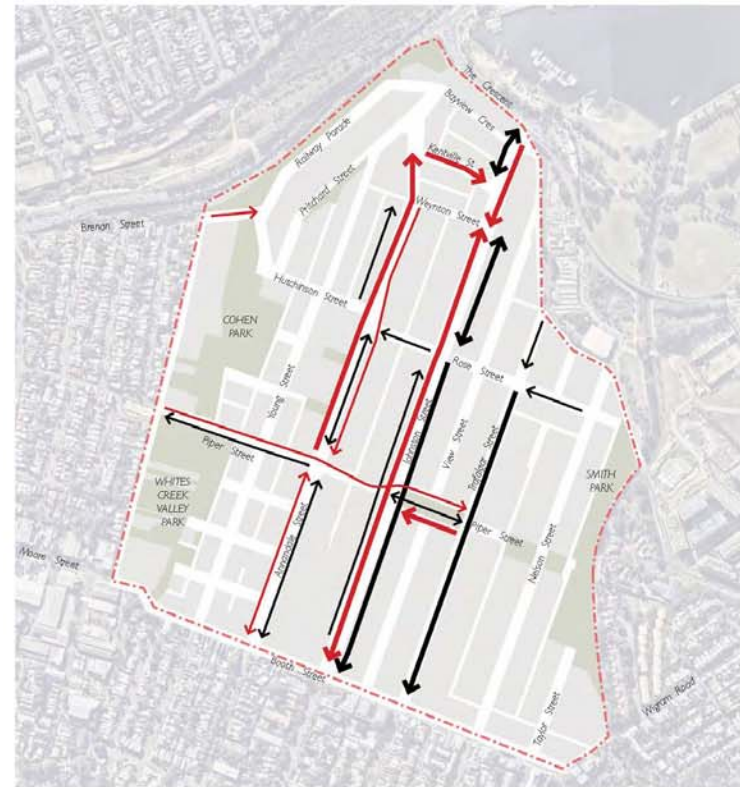


FIGURE 2: PEAK HOUR VEHICULAR MOVEMENTS

0 50 100 200m

ANNANDALE NORTH HILL NEIGHBOURHOOD MOVEMENT PLAN

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Bicycle Movements

The analysis of Council's existing traffic counts revealed the following major findings (refer Figure 3):

- Overall cyclist numbers during the morning and afternoon peak are low.
- No data was available for cycle ways along Whites and Johnston Creeks, and along Booth Street.
- Booth Street is identified as having a medium to high cyclist accident density between 2009 and 2013. This suggests that the route may be popular with cyclists.
- The most important commuter cycle routes are along Johnston Street, Brennan Street/ Railway Parade and Hutchinson Street.
- Nelson and Young Street are also used by commuter cyclists.

LEGEND

--- Study Area Boundary

Cyclists 7:45am-8:45am weekdays

11+ Cyclists

6-10 Cyclists

Cyclists 5:00pm-8:00pm weekdays

11+ Cyclists

6-10 Cyclists

High cyclist accident density 2009-2013

Medium cyclist accident density 2009-2013



FIGURE 3: PEAK HOUR CYCLIST MOVEMENT

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2. SITE ANALYSIS

Bicycle Movements - Super Tuesday

Due to the low overall bicycle numbers in Council's traffic counts, data collected on Super Tuesday was used to supplement this information, and to obtain a fuller picture of existing peak bicycle use, as well as for future potential.

Super Tuesday is an annual event staged by the Bicycle Network. It measures commuter bicycle flows in the morning and afternoon peak, based on a visual bike count. The last count was conducted on 3 March 2015. The count, together with previous counts, provides a measure of bicycle participation trends across Australia.

Review of the Super Tuesday count data revealed the following additional information (refer Figure 4):

- Brennan Street is a popular bike route that connects to the City West Link bike path.
- Bike numbers along Johnston Street were notably higher on Super Tuesday than for other traffic counts.
- Booth Street between Wigram Road and Johnston Street is a busy route for bikes.
- Commuter bike numbers along Whites Creek appear to be low.

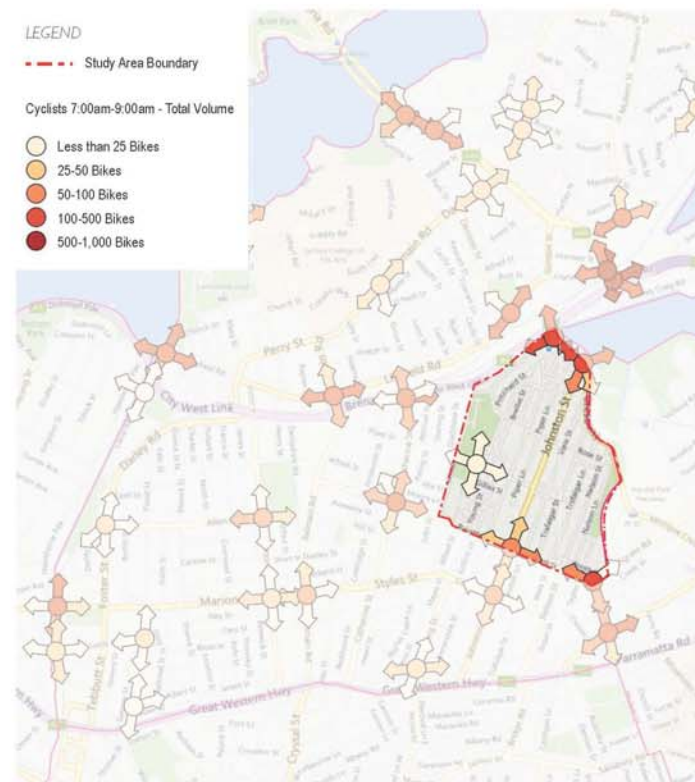


FIGURE 4: CYCLIST MOVEMENT - SUPER TUESDAY 2015

Not to Scale



ARRADALE NORTH NEIGHBOURHOOD MOVEMENT PLAN

2. SITE ANALYSIS

Pedestrian Movements

Pedestrian movements were analysed on the basis of pedestrian counts at intersections (refer Figure 5). This has highlighted key areas of pedestrian activity, as well as likely important movement routes. The major findings are:

- The busiest areas for pedestrian movement are along Piper Street, between Annandale and Trafalgar Streets; along Johnston and Annandale Streets; along Rose Street; and between Johnston Street and the Rozelle Bay Light Rail Stop.
- They indicate that the following are key destinations: North Annandale Public School, Rozelle Bay Light Rail Stop, Jubilee Park Light Rail Stop, Hinsby Park and the Revolver Café.
- Johnston Street represents a major barrier to movement. Crossing opportunities for pedestrian and bikes are limited to traffic lights. They are spaced far apart (400m between Booth Street and Annandale North Public School, 625m between ANPS and The Crescent).
- The spacing of crossing opportunities encourages unsafe crossing behaviour.
- Pedestrian activity at intersections shows poor co-relation to the presence of traffic lights.

The concentration of shops and site observations along Booth Street confirm it is a high pedestrian activity area.

LEGEND

- Study Area Boundary
- Traffic light locations
- Distances between traffic lights
- Pedestrian crossing
- Highly used route
- High pedestrian activity precinct

Intersection Pedestrian Counts (week days)

7:45-8:45am and 5-6pm



AM Peak Only:



FIGURE 5: PEDESTRIAN ACTIVITY AT INTERSECTIONS (AM/PM PEAK)

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2. SITE ANALYSIS

OPEN SPACE AND DESTINATIONS

Figure 6 identifies those places in the neighbourhood that are likely to constitute major points of community interest generating to and from, as well as in between them. This has the potential to highlight key movement corridors that could be improved to make active transport a safer and attractive for a larger number of people.

There are several types of destinations:

Neighbourhood Destinations

Neighbourhood destinations include

- public destinations such as Annandale North Public School and public transport nodes including the Rozelle Bay Light Rail Stop
- commercial business and services such as local shops, banks or service providers (hairdressers, cafes, florists etc)
- community facilities such as sport and recreation facilities and parklands including the Whites Creek Parklands, Johnstons Creek Parklands and historic Hinsby Park.

Destinations Beyond the Neighbourhood

Destinations beyond the neighbourhood include the Jubilee Park and Lilyfield Light Rail Stops; Bicentennial Parklands; Rozelle and Blackwattle Bay foreshores; Harold Park shops and markets, Annandale Public School and the Catherine Street IGA.

Regional Community Destinations

The Petersham TAFE College Annandale campus is a specialist rigging and scaffolding training facility. It provides a destination for people from outside the study area, including the wider Sydney Region.

KEY

1. Rozelle Bay
2. Bicentennial Park / Federal Park
3. Jubilee Oval
4. Annandale TAFE
5. Soccer Field
6. Tennis Court
7. Basketball Court
8. Skate Park
9. Orchard
10. Revolver Cafe
11. Annandale North Public School
12. Hinsby Park
13. Dog Park
14. IGA Lilyfield
15. Verse Cafe
16. Lilyfield private grocer
17. Industrial supplies
18. War Memorial Park
19. Mangiare Cafe
20. Strip of bars, cafes and retail

LEGEND

- Study Area Boundary
- Park
- Sports facility
- Education
- Commercial and Business
- Waterbody
- Place of Worship
- Community Centre
- Child Care centre
- Bus Route
- Light Rail Line
- Bus stop
- Playground
- Light Rail Stop



FIGURE 6: OPEN SPACE AND DESTINATIONS

0 50 100 200m

ANNANDALE NORTH NEIGHBOURHOOD MOVEMENT PLAN

2. SITE ANALYSIS

TOPOGRAPHY, VIEWS, VISTAS AND HERITAGE

Topography, views and heritage items are key elements in defining neighbourhood identity and sense of place. They contribute to way-finding while also providing clues as to which routes offer greatest potential for comfortable and attractive active transport. The following sections and Figure 7 summarise the key findings.

Heritage

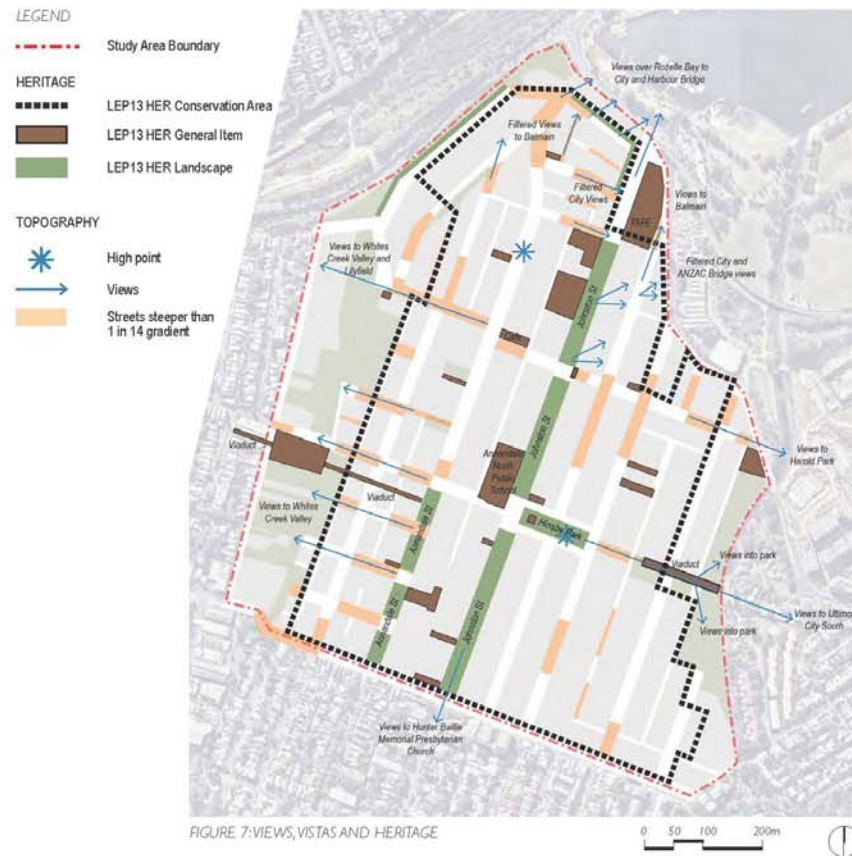
- The built environment of the study area is significant from a heritage perspective, including both built form and landscape.
- Much of the study area is contained within a Heritage Conservation Area.
- There is a large concentration of heritage buildings along Johnston Street.
- The majority of Johnston Street is considered a heritage landscape item.
- The southern part of Annandale Street is considered a heritage landscape.
- The viaduct is a unique local landmark crossing the suburb in an east-west direction.

Topography

- Johnston Street follows a natural north-south ridge.
- The highest point along Johnston Street is near Rose Street.
- The topography falls steeply away towards Johnston and Whites Creeks.
- East-west streets are generally steep.
- The steep topography of the area may discourage active transport, in particular for less mobile people.
- Gradients along north-south streets are generally flatter and more easily navigated by a wider range of people.

Views

- Views from the study area are mostly limited to short-distance views along the road corridors. Street trees provide a generally pleasant view along local streets.
- Despite the proximity to Rozelle and Blackwattle Bay, views of the water from the public domain are limited.
- The northern part of the study area enjoys views towards Pyrmont and the city.
- Streets with harbour and city views include Bayview Crescent and northern View Street.
- Hinsby Park is elevated and there are long-distance views towards UTS and the south end of the city.



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2. SITE ANALYSIS

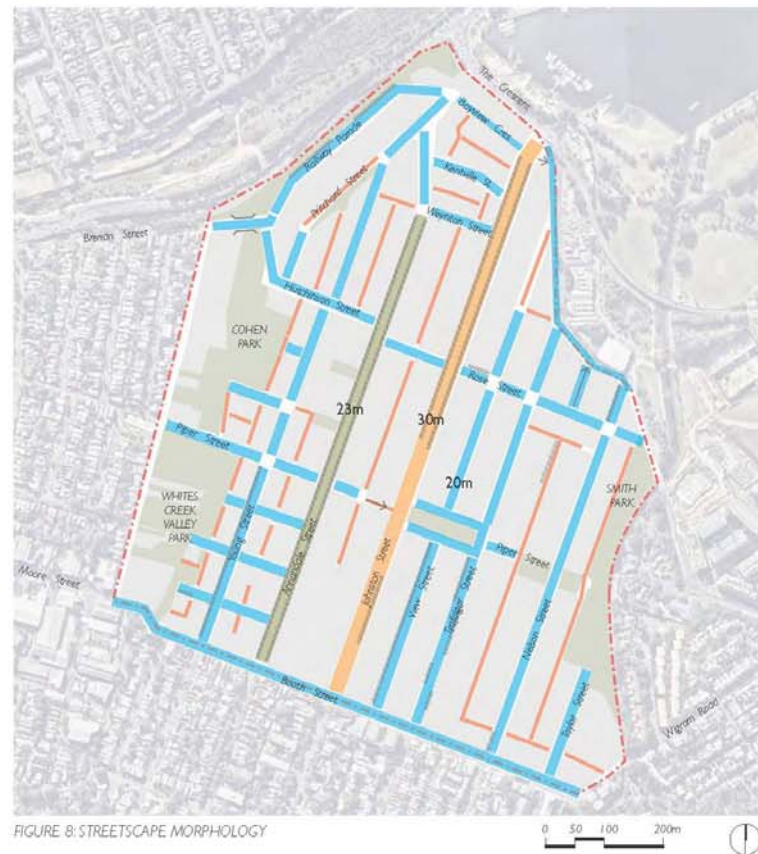
STREETSCAPE MORPHOLOGY

The analysis has reviewed the existing configuration of streets in the neighbourhood, in terms of their road corridor width, number of traffic lanes, numbers of parking lanes and parking configuration, and presence of footpaths (refer Figure 8). Key findings are:

- Johnston Street is the major road in the study area, consisting of four travelling lanes, plus parking.
- Johnston Street is a state road (855) managed by Roads and Maritime Services (RMS). It is considered an important linking road within the Sydney metropolitan area.
- Any modifications to the Johnston Street road corridor will require approval by the RMS and will need to consider potential effects on the state road network.
- The majority of roads in the study area consist of two travelling lanes plus parking lanes.
- There is a well-established network of footpaths supporting active movement.
- Street tree cover is inconsistent resulting in varying degrees of pedestrian amenity in particular shade cover.
- Road corridors in the neighbourhood are generously proportioned relative to traffic volumes, offering opportunities for design changes without impeding traffic flow or parking capacity.

LEGEND

- Study Area Boundary
- 4 lanes + parallel parking (unless otherwise hatched)
- 2 lanes + angle parking
- 2 lanes + parallel parking (unless otherwise hatched)
- Laneway
- One-way street traffic direction
- Angle parking
- Bridge + no parking



2. SITE ANALYSIS

CONSTRAINTS AND OPPORTUNITIES

Based on the site analysis and Council's previous work, the following summarises the major constraints and opportunities in respect of encouraging greater active transport use in the Annandale North neighbourhood.

Key Constraints

- Johnston Street is a major vehicular thoroughfare and represents a significant barrier to east-west movement in the neighbourhood, in particular during peak hours.
- Johnston Street is a state road under the jurisdiction of the RMS. It has an important regional link function that must be maintained. Any changes to the road corridor will require RMS approval.
- Due to its arterial road function and high volumes of traffic during peak hours, Johnston Street is not likely to be suitable route for recreational and less experienced cyclists, including children.
- The Whites Creek Valley cycleway is not an ideal route for commuters due to its narrow width and poor connections to the street network at both ends.
- The steep topography of parts of the neighbourhood can act as an impediment to active transport, in particular for less mobile people and to movement in an east-west direction.

Major Opportunities

- The existing heritage character and high levels of amenity of the neighbourhood provides an attractive setting for active transport.
- Neighbourhood streets away from Johnston Street and Booth Street experience generally low levels of traffic and provide pleasant, quiet and safe routes for movement of both pedestrians and bicycles.
- The gentler slope of the study area in a north-south direction makes movement relatively easy for people of all levels of ability. It offers opportunities for creating accessible links between residential areas and key destinations.
- The creek corridors offer the potential to connect with larger and regional networks of recreation paths such as the Glebe Foreshore Walk.
- There is an opportunity to improve links to better feed into regional cycle routes such as the City West Link.
- Annandale North Public School and Hinsby Park provide a community focus and major destination at the heart of the neighbourhood that offers significant potential to encourage active transport.
- Key destinations are well distributed throughout the suburb and attract sufficient numbers of people to provide passive surveillance.

- Active movement links between key destinations and in particular across Johnston Street can be enhanced by making it easier and safer to cross Johnston Street.
- A well-established network of footpaths can be further enhanced at both the micro and macro level to support active movement. Examples would be the provision of kerb ramps and footpath widening respectively.
- The existing streetscape is attractive and offer scope for further enhancement to provide greater consistency in terms of pedestrian amenity and in particular summer shading.
- Road corridors are generously proportioned, offering opportunities for design changes without limiting traffic flow or parking.



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3. MASTERPLAN FRAMEWORK

COUNCIL'S STRATEGIC FRAMEWORK

The ANMP is one of the outcomes proposed by Leichhardt Municipal Council's (LMC) strategic planning framework. The following is a brief overview of the key documents and how the ANMP supports the respective objectives of Council's adopted policies.



Leichhardt 2025+

Leichhardt 2025+ is the strategic plan for the Leichhardt Local Government Area (LGA). It identifies the main priorities and aspirations for the future and guides the delivery of Council services.

Leichhardt 2025+ identifies the following vision for the LGA:
Community and Council will work together to promote and develop Leichhardt as a sustainable, liveable and connected community.

The ANMP directly supports the following goals identified in *Leichhardt 2025+*:

Leichhardt 2025+	ANMP contribution
A Leichhardt community that is equitable, cohesive, connected, caring, diverse, healthy, safe, culturally active, creative and innovative, and has a strong sense of belonging and place	The ANMP builds on the existing sense of place and maximises opportunities for equality of access, neighbourhood connections, safety and social interaction through an enhanced public domain.
Easy access for people, services, information and facilities that promotes the amenity, health and safety of the community and that reduces private car dependency for all travel.	The ANMP proposes measures that will encourage active travel through improvements in the safety, structure and amenity of the neighbourhood. This in turn will reduce car travel and promote health.
A liveable community – socially, environmentally and economically.	Greater participation in active travel increases opportunities for social interaction, incidental economic activity and reduces reliance on motorised transport.
A sustainable environment created by inspiring, leading and guiding our social, environmental and economic activities.	The ANMP seeks to deliver a public domain that will inspire changes in habit towards a more sustainable future.
Thriving businesses and a vibrant community working together to improve the local economy.	Increased active transport will contribute to a vibrant neighbourhood.
Accountable civic leadership that delivers services and assets to support the community now and in the future.	The ANMP proposes measures that will assist Council in its forward planning to negotiate and deliver the best outcomes for the community in the context of significant development and changes in the region.

Council's 4 and 10 Year Strategic Plans

The following LMC strategic plans are relevant to the ANMP:

The aim of the *Community and Cultural Plan* addresses the social and cultural aspirations and challenges of the Leichhardt Local Government Area. It aligns community infrastructure expenditures and local services and activities with community preferences and values, centred around five strategic objectives.

The *Employment and Economic Development Plan* provides the strategic framework to help realise the community's vision of a sustainable, liveable and connected community. It aims to make place matter and meet people's needs including by supporting, attracting and growing local business and by improving the social and environmental sustainability of the local economy.

LMC's *Integrated Transport Plan - 10 Year Strategic Plan* (ITP) aims to connect people to each other and to connect people to place, by fostering environmental improvements and improve safety for all of the community.

The ITP identifies a series of objectives for accessibility, environmental improvement, equity, access and accessibility, social inclusion, cultural engagement and community wellbeing. It focuses on walking, cycling, public transport parking, general traffic as well as land use and other considerations.

It aims to encourage people to walk and cycle more, public transport that meets people's needs, appropriate management of parking, a safe street network and ensuring that transport is managed across multiple disciplines.

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3. MASTERPLAN FRAMEWORK

STRATEGIC PRINCIPLES

Based on LMC's strategic objectives and the constraints and opportunities identified within the Annandale North Neighbourhood, the following strategic principles have been formulated:

- Build on the unique local setting, character and urban structure.
- Emphasise the profile of Whites Creek and Johnstons Creek.
- Connect key day-to-day destinations within and beyond the neighbourhood.
- Create a 10 minute walkable neighbourhood for daily needs.
- Provide high levels of amenity and safety to encourage active transport.
- Separate the Active Movement Network from the major regional link road.
- Maximise accessibility of key routes.
- Provide quieter off-line and recreation paths in the creek corridors.
- Retain some informality to the landscape.

DRAFT NEIGHBOURHOOD MOVEMENT PLAN

From the strategic principles derive a series of site-specific design principles that inform the framework for the Annandale North Neighbourhood Movement Plan. The strategic and design principles are illustrated in Figure 9.

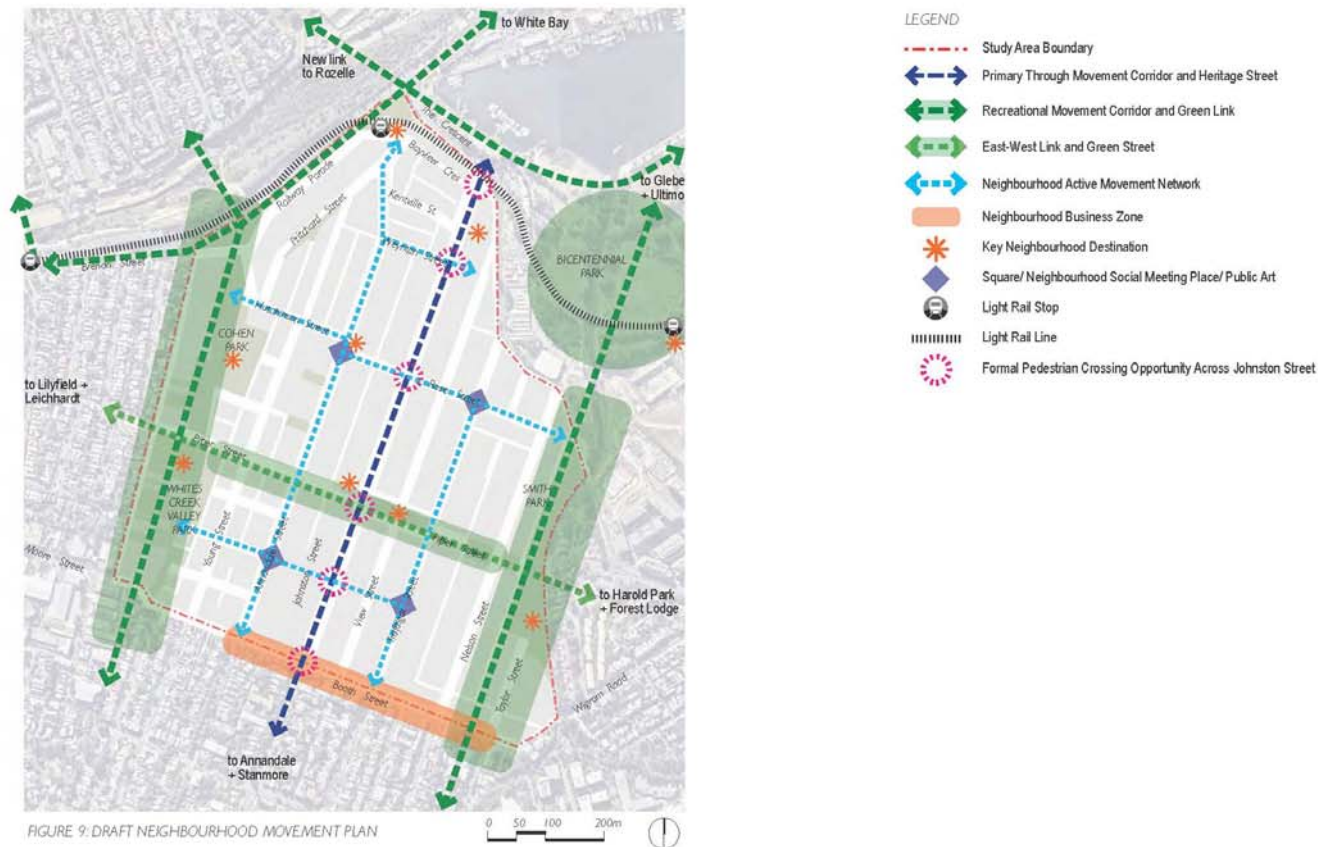
- Build on significant existing heritage character and neighbourhood amenity to provide a safe and comfortable public domain to foster active transport.
- Maintain Johnston Street as a through route and recognise its heritage significance.
- Provide safe, attractive and accessible active movement corridors along quiet north-south streets, taking advantage of their generous proportions and relatively easier gradients.
- Design residential streets to discourage them being used as alternative routes or 'rat runs', and to designate them as priority active movement streets characterised by a low speed environment.
- Provide a green link and major east-west movement spine along Piper Street, to connect the Johnston and Whites Creeks corridors through the heart of the neighbourhood.
- Relocate the pedestrian crossing at the school to align with the Piper Street east-west link.
- Enhance Rose Street as a secondary east-west link.
- Investigate opportunities to incentivise an additional secondary east-west link connecting Wisdom Street to Trafalgar Street (subject to heritage considerations and voluntary planning agreements).
- Provide additional crossing opportunities across Johnston Street that are safe and do not adversely affect peak hour traffic movement.
- Upgrade footpaths and develop a palette of suitable furniture and finishes to define primary and secondary movement routes, including fixtures to maximise accessibility and assist people with movement or visual impairments.
- Build on the existing tree cover to develop a suitable palette of street trees to signify primary and secondary movement corridors and to complement the built and landscape heritage.
- Provide additional street tree planting to increase pedestrian amenity and provide consistent shade along primary and secondary active movement routes.
- Enhance key intersections as informal community meeting and social spaces.
- Strengthen the role of the creek corridors as green links framing the suburb, and as recreational movement corridors.

- Investigate long-term opportunities for the Sydney Water Viaduct to become a local 'highline', with the potential to assist east-west movement by eliminating the need to navigate the steep topography of the creek valleys.
- Assist people to navigate the steep topography of the neighbourhood through small scale interventions that maximise the accessibility and walkability of the neighbourhood, within the constraints of the site's topography.
- Improve connections beyond the neighbourhood including through improvements to existing paths and intersections, and through strategic planning input to maximise community outcomes from major development proposals such as the Bays Precinct redevelopment.

The following section provides more detailed concepts illustrating these principles for five key sites within the Annandale North Neighbourhood.

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3. MASTERPLAN FRAMEWORK



ANNANDALE NORTH NEIGHBOURHOOD MOVEMENT PLAN

FIGURE 9: DRAFT NEIGHBOURHOOD MOVEMENT PLAN

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PHOTOGRAPHY: B

ANIMADALE NORTH NEIGHBOURHOOD MOVEMENT PLAN

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4. DESIGN CONCEPTS

This section provides more detailed design concepts for the neighbourhood. They illustrate the overarching strategic and design principles for five key sites and their connections to surrounding areas.

The five key sites are:

- Whites Creek Valley Park.
- Burwanan Park
- Piper Street (Spindlers Park to Whites Creek Valley Park)
- Johnston Street
- Annandale Street



ANNANDALE NORTH NEIGHBOURHOOD MOVEMENT PLAN

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4. DESIGN CONCEPTS - WHITES CREEK VALLEY PARKLANDS

Introduction

The Whites Creek Valley Parklands define the western boundary of the North Annandale Neighbourhood. They follow the course of Whites Creek between Booth Street and Railway Parade.

The Parklands are well established and feature a range of recreation facilities and opportunities for the local community, including walk tracks, children's play equipment, a wetland, skate park, orchard, playing fields, tennis courts (currently undergoing redevelopment) and dog off-leash areas.

The Parklands are well connected to surrounding areas and easily accessed from the local street system.

Aim

The aim for the Whites Creek Valley Parklands is to maximise activation by increasing access to the parklands.

Opportunities

- Major opportunities for the Parklands lie in the area of improvements to
- existing paths including paved surfaces, widths and clarification of movement hierarchies and systems
 - connections and links both along and across the creek
 - sight lines to maximise passive surveillance and improve both perceived and actual safety and security.

The following photographs highlight specific opportunities. They are also identified on Figure 10 which provides recommendations for improvement of the Parklands.



1. Improve the bike connection between Brennan Street, Whites Creek Valley and Railway Parade.



- Provide a formal footpath along the top of the bank and enhance views to Whites Creek.



2. Improve sight lines and passive surveillance through selective pruning and/ removal of vegetation. Investigate need for lighting.



3. Align the pedestrian/ cycle path on both sides of Piper Street and provide a single clear road crossing point.



4. Investigate the long-term opportunity for the viaduct to become part of the movement network.

4. DESIGN CONCEPTS - WHITES CREEK VALLEY PARKLANDS

Concept Design

The proposed concept recommendations for the Whites Creek Valley Parklands aim to improve access to and movement around the Parklands, through minor additions to and simplification of existing movement systems.

The proposed modifications to the movement system are shown in Figure 10. Figure 11 focuses on the connection of the Parklands across Piper Street, while Figure 12 shows a typical cross section through the Parklands north of Piper Street.

In addition to the proposals shown, the Parklands would benefit from an updated masterplan to improve legibility throughout. The Parklands are currently a series of individual open space parcels. They hold significant potential to be unified into a coherent whole offering a range of experiences along the route of Whites Creek.



FIGURE 10: RECOMMENDATIONS - WHITES CREEK VALLEY PARKLANDS

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4. DESIGN CONCEPTS - WHITES CREEK VALLEY PARKLANDS



FIGURE 11: DETAIL PLAN A - WHITES CREEK VALLEY PARKLANDS (not to scale)

LEGEND

- | | | |
|--|--|-----------------------------------|
| | Centralized road crossing | 1. Potential new pedestrian paths |
| | Primary cyclist path | 2. Existing bridges over creek |
| | East-west link opportunity through viaduct | 3. Existing paths to be realigned |
| | | 4. Existing wetlands |

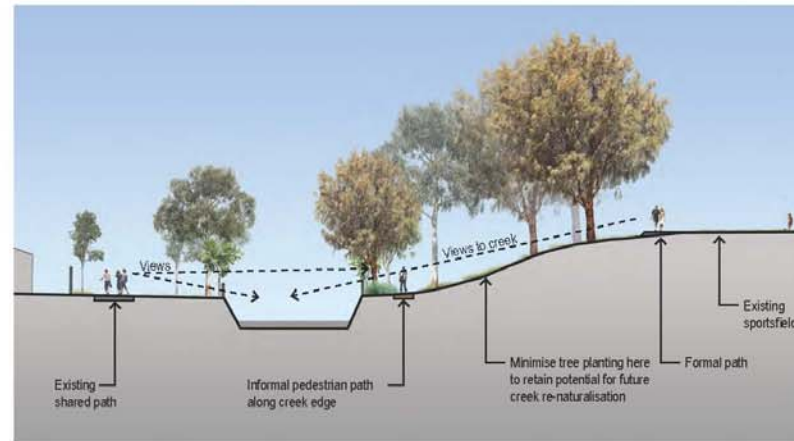


FIGURE 12: INDICATIVE SECTION AA: COHEN PARK - WHITES CREEK VALLEY PARKLANDS (not to scale)

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4. DESIGN CONCEPTS - BURUWAN PARK

Introduction

Buruwan Park is a small open space at the northern boundary of the Annandale North Neighbourhood. It is bound by The Crescent, Bayview Crescent and Whites Creek. The viaduct passes over the park and the Rozelle Bay Light Rail Stop is centrally located within the park.

Access to the Light Rail Stop is via Annandale Street, or via a set of stairs from Buruwan Park on the northern side of the light rail line.

Aim

The aim for Buruwan Park is to improve access for and safety of pedestrians, cyclists and vehicles around the Rozelle Bay Light Rail Stop, including connections and approaches to the stop between Railway Parade and The Crescent.

Opportunities

Major opportunities for the Park lie in the area of improvements to

- existing paths including widths and alignment;
- simplified path junctions and road crossings;
- visibility, legibility and passive surveillance.

The following photographs highlight specific opportunities for improvement. They are also identified on Figure 13 which provides the respective recommendations.



1. Improve visibility of the light rail stop through selective tree pruning and/or removal. Widen footpath to provide a generous shared path.



2. Widen and re-align path to provide easier and safer turning for bicycles.



3. Simplify the junction of the Buruwan Park cycle path and Railway Parade.



4. Provide a safe and well designed crossing opportunity for bikes and pedestrians at the kink in Railway Parade.



5. Widen footpaths and re-align kerb ramps and line-marking to provide a safe pedestrian crossing route at the junction of Railway Parade and Bayview Crescent.

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4. DESIGN CONCEPTS - BURUWAN PARK

Concept Design

The proposed concept recommendations for Buruwan Park and surrounds aim to improve access to the light rail stop from the Annandale North, Rozelle and the Rozelle Bay foreshore. They further aim to realise the potential of Buruwan Park to become an attractive public open space with increased scope for social interaction.

Proposed modifications include changes to the path system surrounding the light rail stop, to simplify and improve the safety of road crossings and improve legibility and way-finding.

In addition, improved way-finding and signage should be provided within the potential walking catchment of the light rail stop, capturing locations such as the light rail stop, cycle ways, the Anzac Bridge, Glebe Island Bridge and Harold Park.

Small scale improvements such as the installation of handrails to existing stairs and the provision of kerb ramps at intersections will improve ease of access and movement.

Figure 13 shows the key recommendations in the larger context of Annandale North, Rozelle and Rozelle Bay. Figure 14 focuses on Buruwan Park as the setting for the Light Rail Stop.



FIGURE 13: RECOMMENDATIONS - BURUWAN PARK AND ROZELLE BAY LIGHT RAIL STOP (not to scale)

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4. DESIGN CONCEPTS - BURUWAN PARK

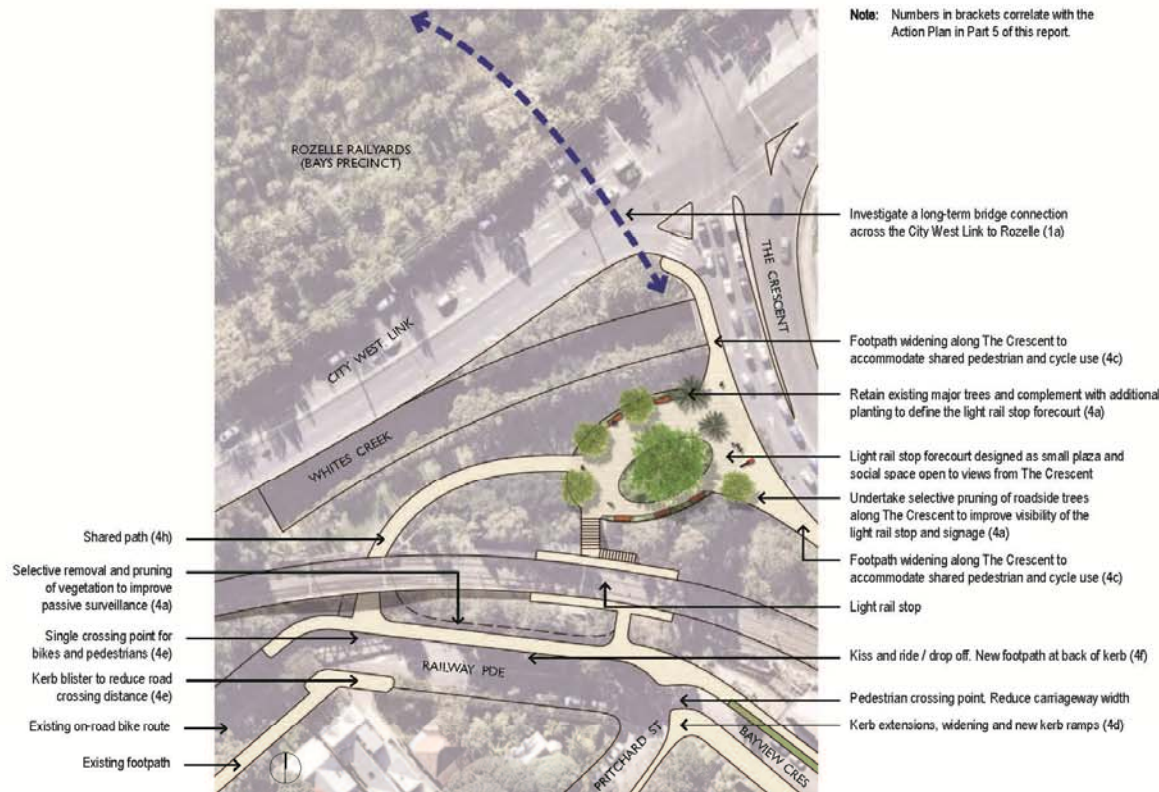


FIGURE 14: DETAIL PLAN A - BURUWAN PARK AND ROZELLE BAY LIGHT RAIL STOP (not to scale)

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4. DESIGN CONCEPTS - PIPER STREET/ SPINDLERS PARK TO WHITES CREEK VALLEY LINK

Introduction

The Annandale North Neighbourhood is characterised by its setting on a ridge, framed by the two valleys along Whites Creek and Johnstons Creek. Both creeks are lined by parklands which provide a green frame to the neighbourhood.

Piper Street is the main street linking the two parklands, running through the heart of the neighbourhood in an east-west direction.

The eastern end of Piper Street is unmade as it is too steep for vehicular traffic. Central to the road corridor, the Sydney water viaduct emerges east of Trafalgar Lane. It is surrounded by bushland remnants and pedestrian stairs provide a link to Spindlers Park.

At the junction of Piper and Johnston Streets is Hinsby Park, a local park of heritage significance. Hinsby Park features an Anzac memorial and children's play equipment. It is a popular afternoon destination, being located diagonally across Annandale North Public School. Located at a high point, it enjoys good views to surrounding areas.

Adjoining the Public School, Piper Street has been reduced to one lane. The northern part of the road reserve is made available to the school as an outdoor play and marshalling area.

Aim

The aim for Piper Street is to enhance it as a green east-west link and active movement corridor, building on the significant opportunity of existing open space and landscape features along its length. They provide existing greenspace as well as community focal points that, together with the school, offer the potential to provide an active, attractive and safe route linking key neighbourhood destinations.

Opportunities

Major opportunities include

- complement existing open space and vegetation with additional planting to create a green street;
- simplify and improve the crossing of Johnston Street;
- assist and enhance accessibility within the constraints of existing topography.

The following highlight specific opportunities for improvement. They are reflected in the recommendations shown on Figure 15.

1. Build on the location of the existing pedestrian crossing to develop the northern footpath as a the primary pedestrian route.
2. Complement existing street trees with additional tree planting to create a green spine that provides continuous shade and assists in drawing cooling breezes between the two creek valleys.



3. Install additional rain gardens as means to provide a consistent streetscape treatment, to manage and collect stormwater and to assist in urban cooling through evaporation and green cover.

4. Relocate the Johnston Street pedestrian crossing to the alignment of Piper Street to provide a safe, direct and well designed crossing opportunity for bikes and pedestrians.



5. Improve accessibility through pavement upgrades and minor infrastructure works including handrails, kerb ramps, bike/ pram ramps on stairs and tactile indicators to provide a highly accessible and direct east-west link.



6. Simplify and clarify pedestrian and bicycle routes and reduce clutter in the road corridor to facilitate ease of movement.



7. Undertake selective pruning of vegetation to maximise passive surveillance and provide a safe and secure route.

Concept Design

The concept (refer Figure 15) seeks to establish a green street and major east-west link through the heart of the neighbourhood. It will connect major community destinations including parks, residential neighbourhoods, the main street and the school through a direct route that maximises accessibility for all.

Additional tree planting and rain gardens will unify the link, provide continuous shade cover to encourage year round comfort and walking, as well as draw cooling breezes between the two creek lines to reduce urban heat island effects.

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4. DESIGN CONCEPTS - PIPER STREET/ SPINDLERS PARK TO WHITES CREEK VALLEY LINK

Note: References in parentheses correlate with the Action Plan priorities on pages 38 and 39 of this report.

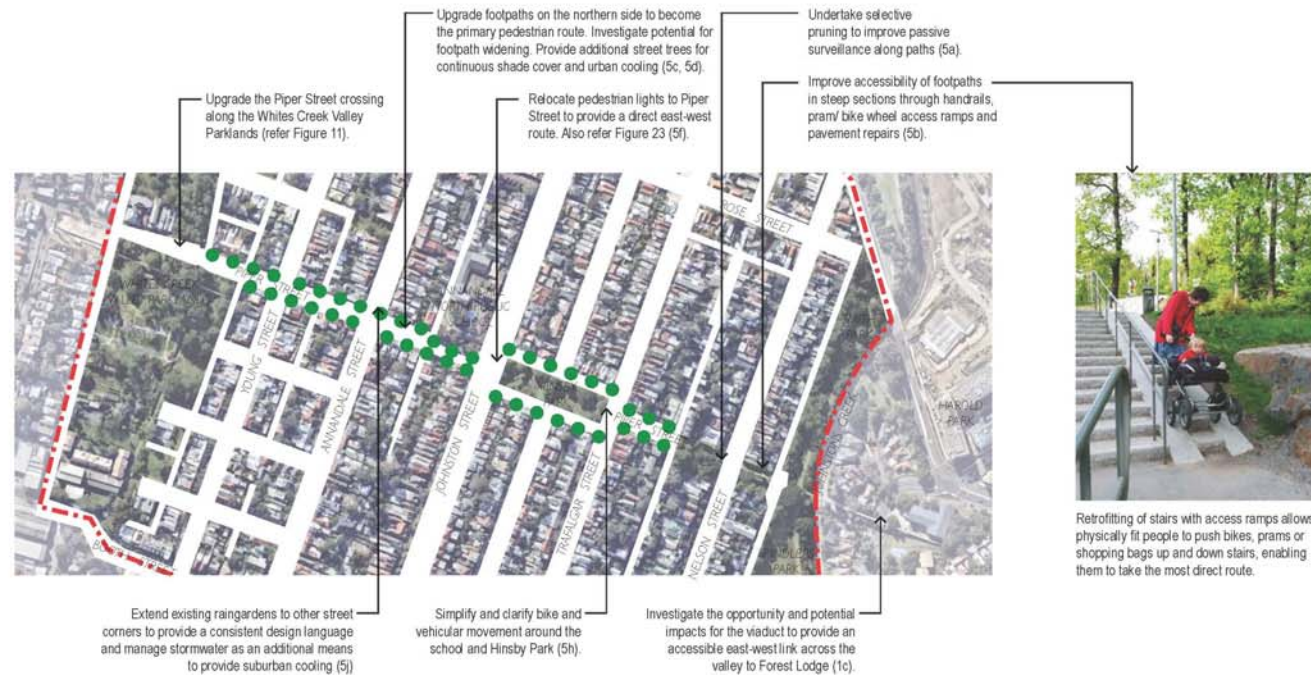


FIGURE 15: RECOMMENDATIONS - SPINDLERS PARK TO WHITES CREEK VALLEY (not to scale)

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4. DESIGN CONCEPTS - JOHNSTON STREET

Introduction

Johnston Street is the main road traversing the neighbourhood in a north-south direction. It is the traditional main street and features significant heritage buildings. It is also a state road under the jurisdiction of the RMS and carries significant traffic volumes during peak hours.

The combination of heavy traffic volumes and a very wide road corridor make it a significant barrier to east-west movement within the neighbourhood. Formal crossing opportunities are currently spaced several hundred metres apart and contribute to unsafe pedestrian crossing behaviour.

Aim

The aim for Johnston Street is to provide additional opportunities for pedestrians and cyclists to cross the road corridor, while maintaining its current traffic capacity and parking provision, in particular in busy areas where parking demand is high such as around shops.

Opportunities

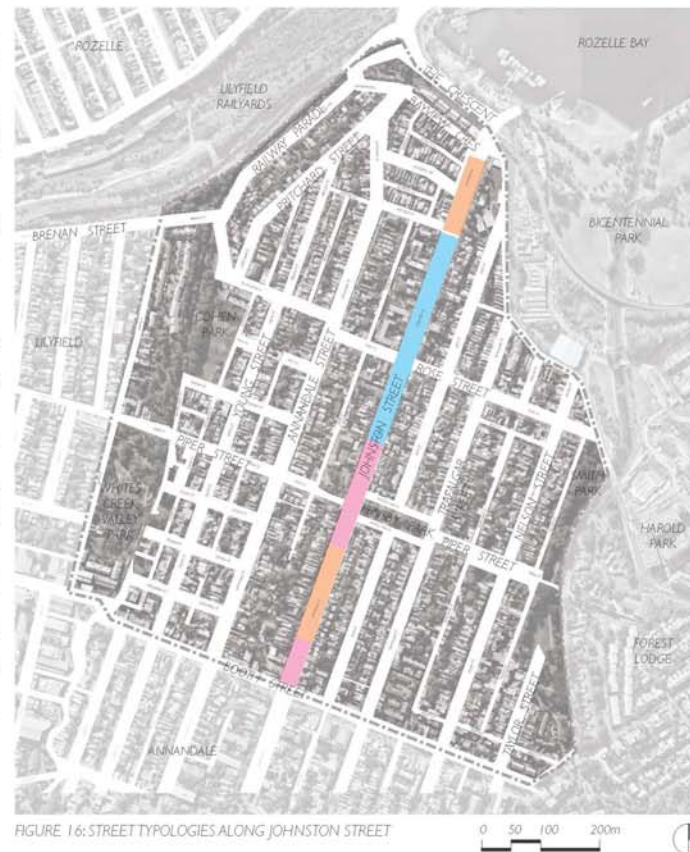
Major opportunities include

- work with the existing road cross section and capacity to provide safe crossing opportunities along the length of the street;
- make crossing safer by reducing the crossing distance across the road corridor;
- maximise road crossing safety by providing a refuge or similar to allow people to cross the road in two separate stages, one for each carriageway.

The concept for crossing opportunities along Johnston Street has analysed the design of the road corridor along its length, to determine the number of existing travelling lanes, as well as the extent and type of parking e.g. parallel or angle parking.

The analysis identified three different arrangements or typologies along Johnston Street (refer Figure 16), with a specific response developed for each (refer Figures 17-19). The typologies are:

1. two travelling lanes in each direction with parallel parking on both sides of the road (refer Figure 17)
2. two travelling lanes in each direction with parallel parking on one side and angle parking on the other side of the road (refer Figure 18)
3. two travelling lanes in each direction with angle parking on both sides of the road (refer Figure 19)



LEGEND

- TYPE 1 - Refer Figure 17
- TYPE 2 - Refer Figure 18
- TYPE 3 - Refer Figure 19

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4. DESIGN CONCEPTS - JOHNSTON STREET

Concept Design - Streetscape Type 1 and 2

The concept for streetscape type 1 and 2 provides for a new continuous median or refuge island (refer Figures 17 and 18), while retaining existing parking and maintaining lane widths consistent with the function of Johnston Street as a major link road and bus route.

Medians will allow people to cross the road in two separate stages while providing a safe refuge in the centre of the road corridor. They also represent an opportunity for additional planting, to reduce the extent of hard heat-absorbing pavements and to increase visual amenity.

The widths of the median would also support tree planting. Trees should be planted in select locations only, in order to maintain views and vistas along the corridor, in particular views of significant heritage items.

Concept Design - Johnston Street and Piper Street Intersection

A variation of the streetscape type 1 concept is proposed for the intersection of Piper and Johnston Street. The existing pedestrian traffic light is proposed to be relocated to Piper Street. The crossing will form part of the major east-west green link (refer Figures 21 to 23).

To enable safe movement between the pedestrian crossing and the school, it is proposed that the footpath between Piper Street and the school gates will be widened. This would displace four parking spaces, including one accessible parking spaces. The spaces are proposed to be relocated north of the school gates, in the area of the no-stopping zone that exists around the current pedestrian lights, ensuring no net loss of parking.

Median tree planting is proposed to be provided at this intersection (subject to safe sight stopping distance requirements), to enhance the sense of the Piper Street green link crossing the road corridor. A unique paving material will distinguish the intersection from both vehicular and pedestrian pavements. It will complement the low speed school zone to highlight the importance of the east-west link and raise awareness of increased pedestrian activity in this area.

Concept Design - Streetscape Type 3

In areas where streetscape type 3 applies, there is insufficient width available in the road corridor to provide a median refuge while also maintaining existing parking lanes. Instead, it is proposed to provide enhanced crossing opportunities at intersections (refer Figures 19 and 20). They would include kerb blisters and widening, as well as a localised central island, to reduce the crossing distance and provide a safe refuge in the centre of the road.

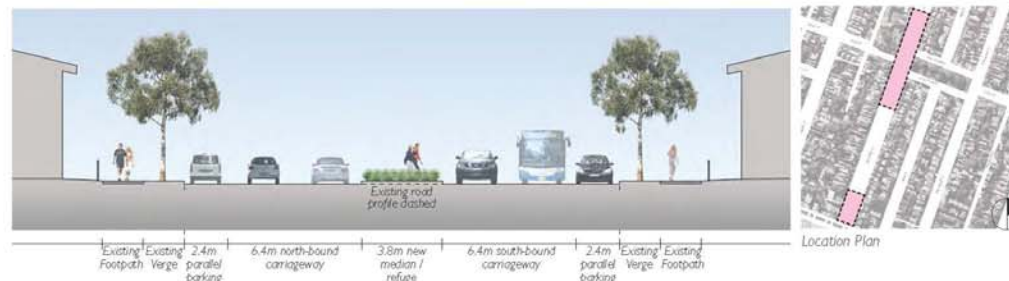


FIGURE 17: TYPICAL SECTION STREETScape TYPE 1 - PARALLEL PARKING BOTH SIDES, 1:200 @A3



FIGURE 18: TYPICAL SECTION STREETScape TYPE 2 - PARALLEL PARKING AND ANGLE PARKING, 1:200 @A3

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4. DESIGN CONCEPTS - JOHNSTON STREET

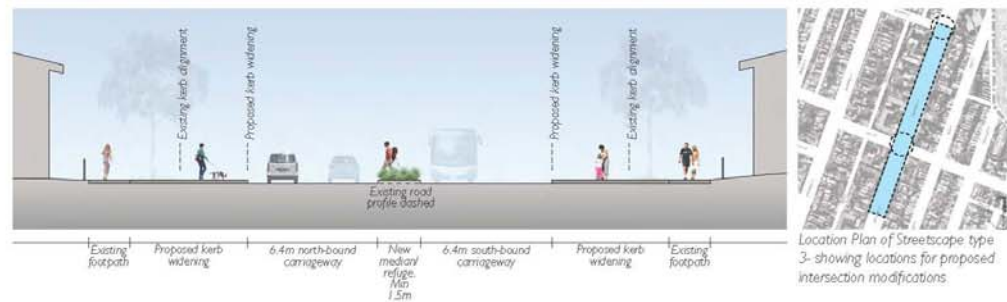


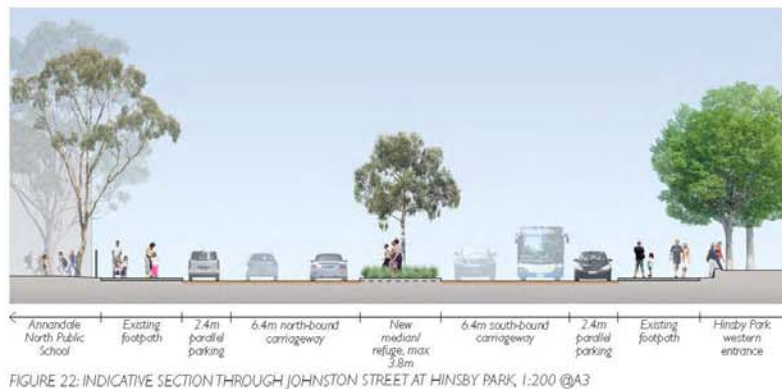
FIGURE 19: TYPICAL SECTION STREETScape TYPE 3 - ANGLE PARKING BOTH SIDES, 1:200 @A3



FIGURE 20: TYPICAL PLAN STREETScape TYPE 3 - KERB WIDENING AT INTERSECTIONS (not to scale)

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4. DESIGN CONCEPTS - JOHNSTON STREET



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4. DESIGN CONCEPTS - ANNANDALE STREET

Introduction

Annandale Street is predominantly a residential street parallel to Johnston Street (refer Figure 24). It is generally a quiet street although evidence suggests it may be used together with Kentville Street to provide an alternative route during peak hour, to avoid traffic congestion along Johnston Street.

Aim

The aim for Annandale Street is to introduce measures that will reduce through traffic and maintain its quiet residential character that makes it a safe neighbourhood street for active transport, including for children.

Opportunities

Annandale Street consists of an approximately 23m wide road corridor, significantly wider than the majority of streets in the neighbourhood, with the exception of Johnston Street.

The generous road corridor width provides an opportunity to reconfigure the streetscape in order to discourage through traffic and 'rat running' through the introduction of measures to reduce the speed of traffic.

Working with the existing cross section of the street offers the opportunity to build on the existing landscape character of the street to provide additional planting and widen footpaths to encourage greater walking and cycling by children (in particular in the area surrounding the school), while maintaining on-street parking.

Concept Design

The concept for Annandale Street reduces the width of traffic lanes to the minimum required based on its predominantly residential nature, as a means to slow vehicular traffic, based on studies that have demonstrated that narrower lanes foster more careful and slower driving. It is proposed that the width of the carriageway would be 5.8m (refer Figures 25 and 26).

Narrowing the carriageway allows verges to be widened. The additional area has the potential to take on a number of functions such as raingardens to manage stormwater or provide for additional tree planting.

Alternatively, the verge could accommodate wider footpaths that would be suited to school 'walking buses'. An alternative configuration as illustrated in Figure 25 would provide a second path to cater to safe bike riding for children while reducing potential for conflicts with pedestrians.

The narrower carriageway provides the further opportunity to reconfigure on-street parking, from angle parking to a more efficient 90° parking layout. This has the potential to generate up to 36% additional parking spaces relative to parking at a 45° angle.



FIGURE 24: ANNANDALE STREET: PROPOSED LOCATION OF KERB BLISTERS / MID-BLOCK CROSSINGS AND PARKING OPPORTUNITIES (not to scale)

The space savings from a more efficient parking layout in turn would allow for the installation of mid-block crossings (refer Figure 27) whilst maintaining existing parking capacity. Together with kerb blisters at intersections, mid-block crossings will assist people, and in particular children, to safely cross the road as they move around the neighbourhood.

New tree planting in the blisters will reduce the perceived width of the road corridor. Together with a 5m carriageway width between kerb blisters, this will have a further calming effect on vehicular traffic.

A detailed design of Annandale Street would be required to ensure that any reconfiguration of the street maximises vehicular, cycle and pedestrian usability and safety.



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4. DESIGN CONCEPTS - ANNANDALE STREET

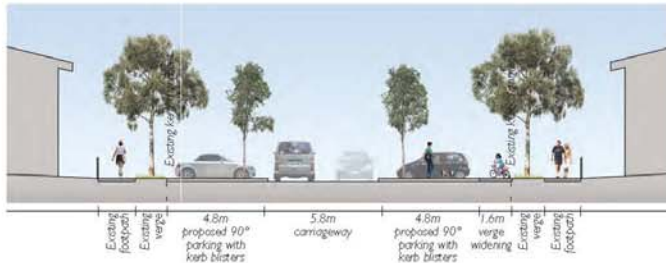


FIGURE 25: TYPICAL SECTION AT MID BLOCK CROSSING, 1:100 @A3

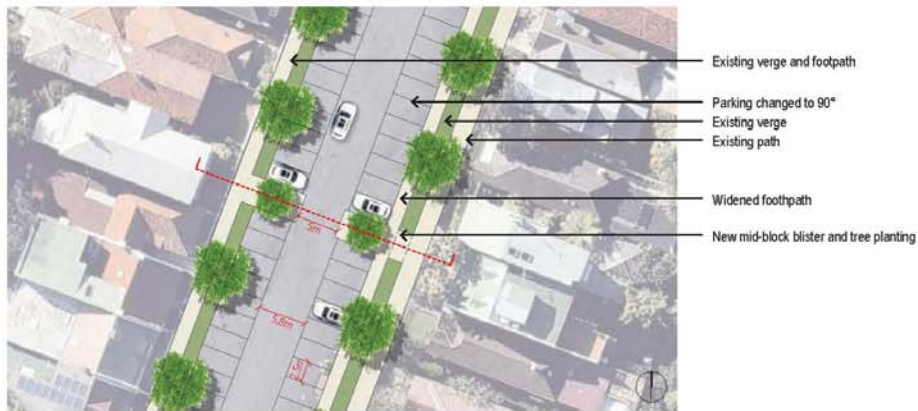
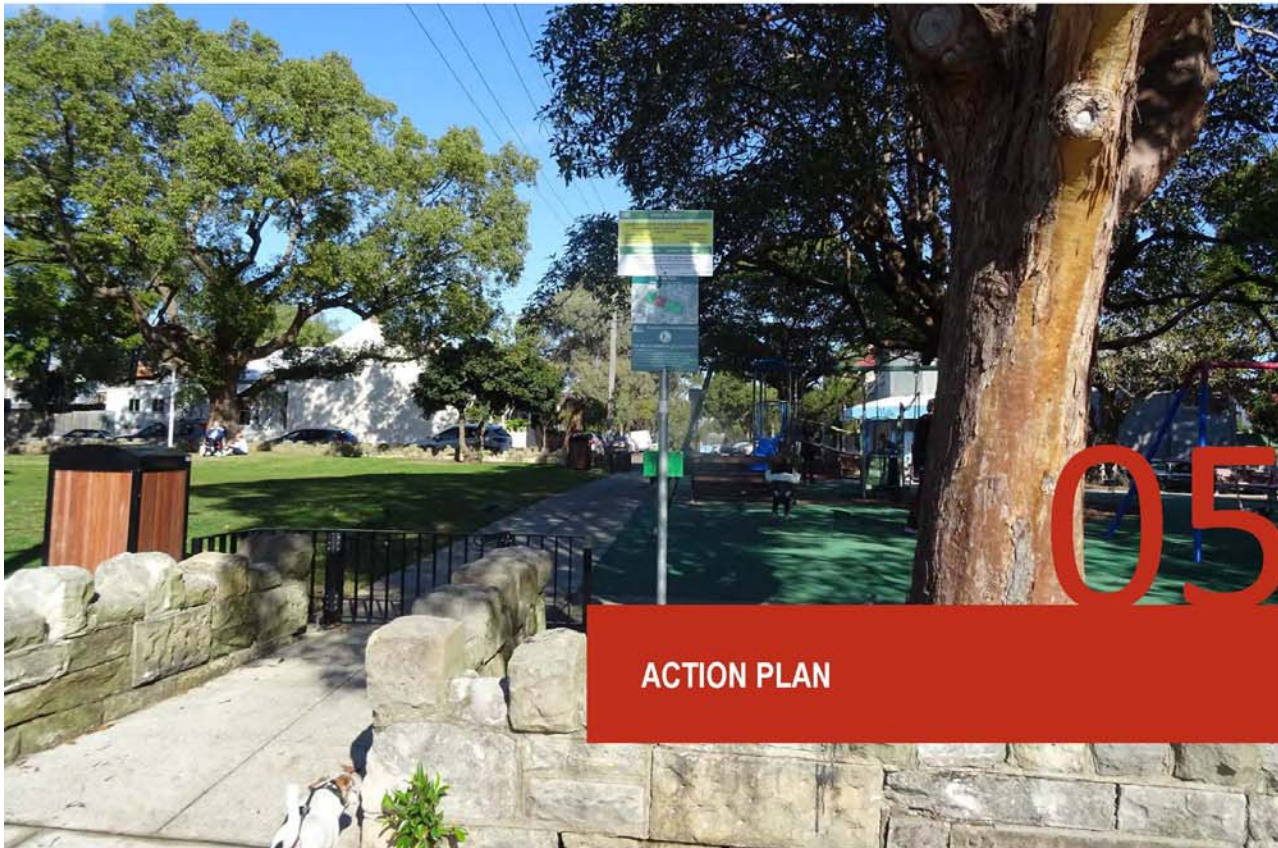


FIGURE 26: TYPICAL PLAN OF RECONFIGURED ANNANDALE STREET (not to scale)

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5. ACTION PLAN

OVERVIEW

The ANMP proposes a strategic framework towards enhancing opportunities for active transport through a series of measures that enhance the safety and amenity of the neighbourhood while promoting social interaction.

To implement the ANMP, two sets of actions will be required: further planning/ design work and infrastructure/ capital works. The tables on the following pages provide a summary of both.

IMPLEMENTATION PRIORITIES

The ANMP actions have been assigned both a priority and a cost ranking.

Priority Rankings are:

Ranking	Meaning	Implementation time frame
H	High priority or short term	< 3 years
M	Medium term	3-7 years
L	Low priority or long term	7+ years

Cost rankings reflect the likely magnitude of costs. They are:

Ranking	Meaning	Indicative Cost
H	High cost	> \$1M
M	Medium cost	\$100,000 - 1M
L	Low cost	< \$100,000

FURTHER STUDIES

As part of the planning and design work, there are a number of key studies that should be undertaken as a next step to further develop the concepts and to provide a more accurate appraisal of the likely capital costs.

The following studies have been identified as key in supporting and further developing the ANMP. They would provide the additional level of detail required before moving into implementation.

Annandale North Public Domain Manual

Develop a Public Domain Manual to guide future public domain upgrades in the neighbourhood. The Public Domain Manual would include at a minimum:

- the desired suite of materials, finishes and furniture
- a street tree masterplan identifying species for planting in different streets and public spaces
- public art strategy and locations

The Public Domain manual will ensure a consistent, cohesive, attractive and legible outcome is achieved that reflects community and Council expectations and aspirations for the neighbourhood.

Linear Parklands Plans of Management - Whites and Johnstons Creek Valleys

Prepare an up-to-date Plan of Management for both the Whites Creek Valley Parklands and the Johnstons Creek Parklands, to enhance them as green corridors framing the suburb. The aim of these Plans of Management are to guide all future development to ensure the parklands are developed in a way that realises the parklands as a cohesive and legible open space spine with a range of well-considered recreation opportunities.

Buruwan Park Masterplan

Develop a masterplan and concept design for Buruwan Park and the Rozelle Bay Light Rail Stop Precinct, to guide future works, including path widening and re-alignment, transport interchange facilities on Railway Parade and the development of a rail stop forecourt to enhance the arrival sequence and interface with The Crescent.

As part of the masterplan process, initiate discussions with stakeholders to investigate the potential for the Light Rail Stop to become a transport interchange.

Piper Street and Johnston Street Intersection Concept Development

Develop the concept for the Piper Street Green Link crossing over Johnston Street, including relocation of traffic lights, Johnston Street median and tree planting and reconfiguration of the one-way section of Piper Street adjoining Annandale North Public School.

This will be a key measure to improve east-west connections across Johnston Street in the heart of the neighbourhood.

Key stakeholders for consultation will include Annandale North Public School and the wider school community and Roads and Maritime Services and Hinsby Park stakeholders including the RSL or local history/ heritage associations.

Johnston Street Crossing Opportunities Detailed Concepts

Develop the concepts for enhancing opportunities to safely cross Johnston Street between the current signalised crossings. This includes the installation of medians/ refuge islands, kerb blisters and planting. Increased opportunities to safely cross Johnston Street will be critical in terms of encouraging greater active transport use.

Roads and Maritime Services will be a key stakeholder and discussions should be initiated early to ensure measures can be implemented as soon as possible.

Street Lighting Audit

Undertake a lighting audit along proposed primary and secondary movement corridors to ascertain whether existing road and footpath lighting is consistent with statutory requirements, and to identify areas where upgrades may be required.



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The table below ranks these recommended studies by priority.

RECOMMENDED FUTURE STUDY	PRIORITY (H, M, L)	COST (H, M, L)
Buruwan Park Masterplan	M-H	L
Johnston Street Crossing Opportunities Detailed Concepts	M-H	L
Piper Street and Johnston Street Intersection Concept Development	M	L
Linear Parklands Plans of Management	L-M	L
Annandale North Public Domain Manual	L-M	L
Street Lighting Audit	L	L

1. Planning Priorities

In addition to the further studies, the following planning priorities have been identified and listed in order of priority below.

DESCRIPTION	PRIORITY (H, M, L)	COST (H, M, L)	NOTES
a. Additional connections to Rozelle and Lilyfield across the Rozelle Railyards.	H	H	Connections are critical in terms of the larger movement system and encouraging active transport on an LGA/ sub-regional level. Initiate discussions with UrbanGrowth NSW and government stakeholders as a matter of priority to ensure the need for additional connections is considered in future planning/ development proposals.
b. Investigate opportunities for an additional secondary east-west link connecting Wisdom Street to Trafalgar Street.	H	L	This should be identified through the strategic planning process in order to enable Council to negotiate desirable outcomes through Voluntary Planning Agreements or other mechanisms if/ when redevelopment proposals arise.
c. Investigate long-term opportunities for the Sydney Water Viaduct to become a local 'highline'.	L	M-H	Negotiations with key stakeholders including Sydney Water may be initiated sooner, working towards long-term realisation.

Capital Works Priorities

Priorities for implementation have been identified on the basis of costs (considering the need to raise sufficient funds), potential ease of implementation (including time requirements for design and approvals) and degree of importance in terms of realising the overall vision.

They are summarised and listed in order of priority in the following table.

DESCRIPTION	PRIORITY (H, M, L)	COST (H, M, L)	NOTES
2. MOVEMENT FRAMEWORK - GENERAL			
a. Upgrade streets to develop clear primary and secondary circulation routes.	H	M-H	Upgrade streets including pavements, furniture, finishes, lighting and tree planting consistent with the public domain manual and relevant statutory requirements.
b. Upgrade the crossings of linear pedestrian cycleway paths over Moore and Booth Street (along Whites and Johnstons Creek).	H	M	Poor connections are a deterrent to active movement as they are inefficient and unsafe. Develop concepts for upgrades that will enhance connections to surrounding areas, to foster both greater recreational and commuter use.
c. Additional street tree planting along identified movement corridors.	M-H	L	Tree planting is a cost-effective and efficient way to improve thermal comfort and thereby encourage walking. Following completion of the Public Domain Manual, a recurring budget may be set aside to incrementally increase tree cover.
d. Footpath and streetscape upgrades along identified movement corridors.	M	M-H	Initiate more detailed design studies in the short to medium term to develop concepts and confirm costings. Upgrades to be consistent with the Public Domain Manual.
e. Create neighbourhood squares at key intersections.	M	M	Squares will contribute towards legibility and enhance opportunities for social interaction/ community outcomes. Develop squares consistent with the Public Domain Manual.
f. Incidental accessibility upgrades (suburb-wide) including kerb ramps, handrails, tactile indicators.	M	L	Minor upgrades are straightforward to roll out and may be able to be achieved without development approval. Once a Public Domain Manual is adopted, a recurring budget may be set aside to identify the need for and undertake incremental upgrades.
3. WHITES CREEK VALLEY PARKLANDS			
a. Selective pruning to improve sight lines.	H	L	A low-cost measure that would improve passive surveillance and safety/ security of the parklands.
b. Upgrade cycle link to Buruwan Park, including improved crossing of Brennan Street and additional line-marking in Railway Parade.	H	L	This is an important feed-in into the City West Link cycle route, making safety improvements a priority.
c. Whites Creek Valley Linear Path crossing at Booth Street including associated path realignment.	H	L-M	Safety and legibility of the crossing is poor and should be addressed as a priority.
d. Upgrade park entrances to improve visibility and passive surveillance.	M	L	Following completion of an updated parklands masterplan.

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DESCRIPTION	PRIORITY (H, M, L)	COST (H, M, L)	NOTES
e. Additional creek crossing at Cohen Park.	M	M	This will greatly improve access and connectivity between the eastern and western portion of the parklands and enhance recreation and active movement opportunities.
f. Additional park furniture.	M	L	Following completion of a plan of management.
g. Whites Creek Valley Parklands path upgrades.	L	M	Path upgrades and new paths have the potential to encourage greater recreational use of the parklands as both a destination and a movement corridor. To be implemented following completion of an updated plan of management.
h. New path connection between Young and White Street, at Ika Street.	L	L-M	Following completion of a plan of management.
4. BURUWAN PARK			
a. Selective vegetation pruning/removal along The Crescent.	H	L	Critical to improve visibility of the rail stop forecourt and passive surveillance, as well as sight lines to improve bicycle and pedestrian safety.
b. Accessibility upgrades to Bayview Crescent stair link to Johnston Street.	H	L	Low cost upgrade to include handrails, paving repair and tactile indicators to quickly and efficiently improve accessibility. May be subject to heritage considerations.
c. Footpath widening along The Crescent.	H	M	The current path is neither suitable nor safe for shared use. Upgrade following completion of the Buruwan Park Masterplan.
d. Kerb blisters and footpath re-alignment at the intersection of Railway Parade and Bayview Crescent.	M	L	Possible to implement ahead of the Masterplan.
e. Upgraded pedestrian cycle crossing at Railway Parade, including kerb blisters.	M	L	The location of the crossing point is fixed due to visibility constraints associated with the kink in Railway Parade. The upgrade may be implemented ahead of the Buruwan Park Masterplan.
f. Railway Parade footpath upgrade and drop-off area/ Kiss + Ride.	M	M-H	Following completion of the Buruwan Park Masterplan.
g. Enhanced link to TAFE.	M	L-M	Develop concept as part of a suite of additional crossing opportunities at Johnston Street.
h. Cycle path re-alignment through Buruwan Park including Railway Parade junction.	M-L	L-M	Following completion of the Buruwan Park Masterplan.

ANNANDALE NORTH NEIGHBOURHOOD MOVEMENT PLAN

DESCRIPTION	PRIORITY (H, M, L)	COST (H, M, L)	NOTES
5. PIPER STREET GREEN LINK (WHITES CREEK TO JOHNSTON CREEK)			
a. Selective pruning around bushland remnants.	H	L	To improve passive surveillance and safety along the unmade section of Piper Street between Trafalgar Street and Nelson Lane.
b. Accessibility upgrades to stairs and ramps. Pavement repairs	H	L-M	Low cost upgrade including handrails, bike/ pram access ramps, paving repair and tactile indicators to quickly and efficiently enhance accessibility.
c. Shared zone at school including new footpath, bike lane configuration and tree planting	H	M-H	Following completion of the detailed concept design.
d. Street tree planting.	H	L	Following completion of the Public Domain Manual.
e. Footpath upgrade (northern side), incl potential widening	H	M	Upgrade the northern footpath as the main movement route for pedestrians. Further investigate the potential for footpath widening based on generous road corridor width and low traffic volumes. To be implemented following completion of the Public Domain Manual.
f. Streetscape Type 1	H	M-H	Highest priority due to interface with Piper Street Green Link and high daily use around the school. Initiate detailed concept design as a matter of priority including discussions with key stakeholder such as the school and RMS.
g. Annandale Street Traffic Calming	M-H	M-H	This project should be considered for acceleration due to potentially significant benefits. The section of between Piper and Rose Streets would be a suitable demonstration project and a first step towards realising the neighbourhood movement framework. To be implemented following the completion of a detailed design for these works.
h. Simplifications and modifications to medians and line marking east of Hinsby Park.	M	L	Modifications should be designed to simplify and facilitate safety and ease of movement for pedestrians and bicycles, both along the Piper Street Green Link and the Trafalgar Street Neighbourhood Movement Corridor.
i. Streetscape Type 2	M	M-H	Initiate stakeholder discussion to enable implementation in the medium to long-term.
j. Additional raingardens and kerb blisters at intersections.	L	M	Following completion of the Public Domain Manual.
k. Streetscape Type 3	L	L-M	Least urgent due to the proximity to the formal crossing opportunity provided by traffic signals at the Booth Street intersection.
Johnston Street: provide additional crossing opportunities, incorporating Actions 5f, 5h, 5i and 5k	H	M-H	This is a key outcome to foster greater participation in active transport, as Johnston Street currently represents a major barrier to movement. High priority should be given to initiating the design and consultation phase, due to potentially longer timing towards realisation. Different priorities have been assigned to the different streetscape types identified along the route.

WITCHING ISSUE B

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ITEM 3.4 MORT BAY PARK PLAN OF MANAGEMENT CAPITAL PROJECTS & MAINTENANCE

Division	Infrastructure and Service Delivery
Author	Manager Parks & Assets
Meeting date	12 April 2016
Strategic Plan Key Service Area	Sustainable Services And Assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To report on the routine maintenance services undertaken at Mort Bay Park and detailed costings of identified capital items contained within the revised priority action plan in the Plan of Management.
Background	At the Policy Meeting on 8 March 2016 Council resolved to adopt Revised Implementation Priorities for the Mort Bay Park Plan of Management and further that Council receive a report at its next Policy Meeting on detailed costings of identified capital items contained within the revised priority action plan and opportunities for funding and delivery.
Current Status	Report describes the current status.
Relationship to existing policy	Mort Bay Park Plan of Management
Financial and Resources Implications	All capital items are able to be funded from Section 94 funds.
Recommendation	That \$100,000 funding for the capital projects be provided from Section 94 funds in the draft 2016/17 budget.
Notifications	NIL
Attachments	NIL

Purpose of Report

To report on the routine maintenance services undertaken at Mort Bay Park and detailed costings of identified capital items contained within the revised priority action plan in the Plan of Management.

Recommendation

That \$100,000 funding for the capital projects be provided from Section 94 funds in the draft 2016/17 budget.

Report

At the Policy Meeting on 8 March 2016 Council resolved to:

1. Adopt the revised priority action plan for Mort Bay Park and proceed with actioning the priority maintenance and improvement actions listed below in 2016/17, with a total value of \$100,000 to implement the following items: 1, 2, 4, 5.1, 5.2, 5.5, 5.7, 5.8, 5.9.
2. Receive a report on detailed costings of identified capital items contained within the revised priority action plan and opportunities for funding and delivery. This report be brought back to Council at its next Policy Meeting
3. Note that further investigation on the feasibility of the proposed swimming enclosure is required prior to Council committing to any future delivery of this particular project.
4. With regard to tree management along the peripheral edges of Mort Bay Park, adopt a policy of selective tree removals:
 - a. To create view corridors from key viewing points nominated in the Plan of Management, remove *Banksia integrifolia* (coast banksia) along the Bay and Phillip Streets boundary and replace with *Banksia ericifolia* (heath banksia) to create a view corridor between Bay Street Pocket Park and the Bay Street park entrance to the harbour.
 - b. To retain biodiversity and habitat, develop a landscape scheme in the bush regeneration area of the park below the above view corridors which increases the development of lower understory shrub and smaller specimen tree planting.
 - c. To restore filtered views from the adjoining residential premises over and through the park to the harbour –
 - i. At the Mort Street frontage, remove 4 *Casuarina glauca* and control the regrowth.

- ii. At the Yeend Street frontage remove 6 Casuarina glauca and control the regrowth.
 - d. To prevent further deterioration of the retaining walls supporting Short Street, Bay Street and Yeend Street, progressively remove the self-sewn figs growing within the walls.
5. That the sandstone retaining wall and steel beams be inspected by Council staff for safety and structural integrity.
6. Establish a policy regarding protection of view lines for Council's Harbourside Parks
7. Review the commuter/pedestrian flows to and from Thames Street Wharf and the entrance to Mort Bay Park in order to remove obstacles for commuters and make pedestrian flows easier

Capital Projects

Council resolved (in 1 and 2) above to prioritise the implementation of the following projects. The table below details the estimated costs of works.

Item	Art and Culture	Cost 16/17	Cost 17/18
1.1	Interpretation of Indigenous culture required in the park – location to be determined along the foreshore.	\$5,000	
1.2	Interpretive artwork / signage to former Stanley Works building Site and Dry Dock	\$5,000	\$5,000
2.0	Biodiversity and Tree Management		
2.1	Review management of Bushland regeneration areas - Develop landscape scheme to address view concerns and rehabilitate vandalised areas with agreed lower level planting	\$15,000 design	\$50,000 works
2.2	Remove existing Casuarina sp planting to Mort Street & Yeend Street - thinning out of Casuarina's to improve filtered views	\$5,000	
4.0	Seating		
4.1	Install seating in sunny areas of the park.	\$10,000	
5.0	Responses to Community Issues		
5.1	Develop a landscape scheme from the Bay Street Look out which will include removal of the steel railings and replacement of the mesh wire fence along Bay Street. The landscape plan should include design proposals to enhance the existing entrance from Bay Street to Mort Bay Park	New fence is in 15/16 budget	
5.2	Investigate the provision and potential of gross pollution traps to address water quality issues. Consider swimming area off finger wharfs subject to water quality	In 15/16 budget	
5.5	Provide additional shelter in the park - review benefits of	\$10,000	

	one large vs several smaller shelters - location to be determined / indicative location shown		
5.7	Install shade sail over the Child care centre play area and the child care car park	\$25,000	
5.8	Provide shade sail over the picnic area adjacent to the community garden	\$25,000	
5.9	Relocate fence adjoining Child Care Centre and community garden		\$15,000
	TOTAL	\$100,000	\$70,000

Funding Opportunities

These projects are now priorities in the Mort Bay Park Plan of Management and are eligible for funding under the Open Space Section 94 Plan. All capital items are able to be funded from Section 94 funds.

Maintenance Services

During the consideration of the review of the implementation of the Mort Bay Park Plan of Management, a report on the maintenance services for the park was requested by Council. The following section of this report outlines the type, frequency and mode of delivery of park maintenance at Mort Bay Park.

The park's landscape is dominated by open grassland with local tree and shrub species which require low levels of maintenance in their natural habitat. Feature areas include the native bush regeneration area, the community garden, the multi-sports court, children's playground, open grassland and open forest grassland, paths, wharves, shelters and seats, watercraft storage rack, and public toilets,

The Community Garden is maintained by members of the local community garden group.

The core maintenance services are a 20 working day cyclic service by the Area Based parks crew, and a twice weekly litter bin clearance. The services requiring specialised skill or equipment are provided separately. These include regular services such as broad acre grass mowing, weed control, bush regeneration maintenance, toilet cleaning, and services in response to emergent defects such as lighting repairs, playground equipment repairs, tree maintenance, path maintenance and repairs to park furniture. The more general services such as edging, mulching, litter control, and playground soft fall replenishment are provided by the Area Based parks crew.

This division of service provision assures the most efficient delivery of regular services and provides for attention to detailed minor maintenance activities by the Area Based parks crew. Other specialised services that require specific competencies, such as electrical or plumbing repairs, or repairs to playground equipment are assigned as they emerge.

The various elements of park maintenance are described in detail below.

Vegetation Management

Broad acre grass mowing is undertaken about 18 times per annum, with the interval between cuts responding to the seasonal growth rate. Edge trimming and litter collection is undertaken on a regular 20 working day cycle which equates to 12 times each year. Included in this routine service is an inspection of the grass coverage, to identify and cover any emergent bare soil patches with topsoil.

Tree pruning is undertaken in response to needs identified during the regular 20 working day cyclic service, or in response to customer requests. Three specific crown lifting services were undertaken in the past year to clear branches from paths and entries. All park trees are inspected and health assessed periodically by Council's Parks Technical Officer. Any identified maintenance is then undertaken by contract arborists.

Mulching around trees and garden beds is undertaken on a needs basis.

Native Revegetation Site

The native revegetation site of 7,700m² is maintained by a contractor undertaking about 500 hours per annum of maintenance distributed in about 16 visits each year, concentrated more in the warmer months. Since January 2016, a new voluntary Bushcare group of local residents commenced maintaining and improving half the regeneration site on a weekly basis. The entire revegetation site is benefitting greatly from the increased maintenance provided by the Bushcare volunteers, and it is anticipated that the site will continue to improve significantly over the coming year.

Weed Control

Weed control across Mort Bay Park, excluding the Native Revegetation site, is undertaken by Council's weed management contractor on a 6 weekly return cycle. Weed control is predominantly by steam treatment. Weed control performance has improved since the change to Council's new contractor in August 2016, following the tender process.

Fixed Assets

The children's playground is inspected during the regular 20 working day service as well as every quarter by Council's specialist risk control contractor, and any serious defects are reported and repaired in the month following. This cycle of maintenance ensures any emergent defects are dealt with promptly and effectively, maintaining the playground safe for children. As an outcome of an identified need during the routine inspections, the playground soft fall bark was topped up in August.

Other fixed assets are inspected and repaired in response to defect complaints and at least annually by Council's Infrastructure Inspector.

Other services are provided in response to emergent problems. For example, the creeper vine on the toilet block was pruned to control its coverage, and temporary fencing was installed at the wharf when a section of handrail failed.

Summary/Conclusions

The routines for servicing Mort Bay Park maintain the park in suitable condition for a high intensity of use. The park's landscape is dominated by locally indigenous tree and shrub species which require low levels of maintenance in this site, their natural habitat. A higher level of service would be necessary if the plantings were not native species.

The proposed capital works provide Council the opportunity to deliver projects identified during the process to modify the Implementation Plan priorities of the Mort Bay Park Plan of Management.

ITEM 3.5 PARRAMATTA ROAD LIGHT RAIL OPPORTUNITIES STUDY BRIEF

Division	Environment and Community Management
Author	STRATEGIC TRANSPORT PLANNER
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment Business in the community Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	This report has been prepared to provide Council with an overview of a proposed study of opportunities to provide light rail along Parramatta Road between Sydney CBD and Strathfield; focussing on a first stage between Sydney CBD and Taverner's Hill Light Rail Stop/Tebbutt Street, Leichhardt.
Background	As part of its approval for the M4 East (WestConnex Stage 1b) the NSW State Government committed to dedicating at least 2 lanes of Parramatta Road to public transport (or the provision of an alternative public transport route superior to 2 lanes on Parramatta Road). Subsequently, at its policy meeting on 8 March 2016 Council resolved to commission a study of light rail opportunities for Parramatta Road between Strathfield and the CBD.
Current Status	A draft brief is included with this report and, subject to Council approval, the brief will be circulated to suitable consultants.
Relationship to existing policy	C93/16P
Financial and Resources Implications	Council has resolved (C93/16P) to use funds from the 2015/16 Major Projects Budget to finance this study. This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure.
Recommendation	That Council commission consultants to prepare an analysis of opportunities to provide light rail on Parramatta Road, in accordance with the project brief attached to this report.
Notifications	NIL
Attachments	1. Draft Brief – Parramatta Road Light Rail Opportunities Study

Purpose of Report

This report has been prepared to provide Council with the Study Brief for a study of opportunities to provide light rail along Parramatta Road between Sydney CBD and Strathfield; focussing on a first stage between Sydney CBD and Taverner's Hill Light Rail Stop/Tebbutt Street, Leichhardt.

Recommendation

That Council commission consultants to prepare an analysis of opportunities to provide light rail on Parramatta Road, in accordance with the Project Brief attached to this report.

Background

As part of its approval for the M4 East (WestConnex Stage 1b) the NSW State Government committed to dedicating at least 2 lanes of Parramatta Road to public transport (or the provision of an alternative public transport route superior to 2 lanes on Parramatta Road).

On 8 March 2016 Council resolved (C93/16P) as follows

That:

- 1. Council use funds from the 2015/16 Major Projects budget to commission a study of light rail opportunities for Parramatta Road between Strathfield and the CBD;*
- 2. A report be brought back to Council prior to the completion of the brief. The study and report should address the:*
 - a. impact of light rail on local roads;*
 - b. light rail along Parramatta Road in the context of alignment with:*
 - i. the WestConnex motorway; and*
 - ii. a West Metro rail service;*
 - c. potential location of light rail stops; and*
 - d. broad cost implications.*
 - e. potential patronage numbers*
 - f. estimated travel times*
 - g. impact on street amenity*
- 3. Council approach Marrickville Council and other Councils along the corridor to seek their collaboration and contribution to the study.*

A study which considers a potential light rail route along Parramatta Road will assist in understanding its relationship to Leichhardt's existing strategic framework, most particularly the Integrated Transport Plan's overall objective of *reducing private car dependency for all trips*.

Report

In accordance with Council's March resolution a letter was sent to each potentially impacted Council in the Parramatta Road Urban Transformation corridor.

The attached study brief (Attachment A) proposes that the study be completed within 10 weeks, for a cost of \$50,000 (plus GST) and should include (but not be limited to) consideration of:

- world's best practice examples of light rail provision that has been used to enhance inner city environments;
- physical constraints of Parramatta Road and its ability to accommodate light rail (including any opportunities to provide footpath widenings, landscaping and other streetscape/place making elements);
- safety for all road (and footpath) users;
- safety of light rail users;
- north-south connectivity for all users;
- various NSW State Government proposals (including WestConnex, West Metro, The Bays Precinct and Parramatta Road Urban Transformation Projects);
- the strategic framework established by Leichhardt's various strategies and policies;
- ability to integrate Parramatta Road light rail services with Sydney's existing and likely future public transport network (including routing and rolling stock);
- examination of Parramatta Road's ability to physically accommodate a two-way light rail system;
- identification of "pinch-points" along Parramatta Road that may constrain light rail operation and suggested solutions to overcome the issues associated with these locations;
- benefits and constraints associated with the use of kerbside lanes in comparison to centre-running of a light rail service along Parramatta Road;
- possible relationships between a Parramatta Road light rail service and both the WestConnex Motorway and a possible future West Metro rail service (including timing, physical alignments, catchments, timing and interdependencies);
- timing of the introduction of such a system, particularly in relation to the ability to integrate with major government projects including the Parramatta Road Urban Transformation Program, The Bays Precinct, Sydney's Light Rail Network and WestConnex;

- possible staging of the light rail system in relation to its length (eg CBD to Leichhardt, Leichhardt to Liverpool Road, Liverpool Road to Burwood and Burwood to Strathfield);
- possible phasing options for different modes within the same corridor (eg commencing with full-time bus lanes, conversion to express or guided busways, followed by introduction of a permanent light rail service or combined light rail and bus operation within the corridor)
- broad population analysis to project the possible population within a future Parramatta Road light rail catchment area;
- general operational and construction aspects of the project including estimates of:
 - patronage numbers, based on projected populations for the project's catchments area;
 - travel time estimates;
 - locations for light rail stops;
 - broad cost estimates and implications;
 - possible impacts on street amenity along Parramatta Road and adjacent streets;
 - impacts that the light rail may have on the local street network and access to adjacent neighbourhoods.
- opportunities to provide an enhanced environment for Parramatta Road through reduced traffic, place-making, landscaping and other streetscape/urban design improvements;
- possible associated opportunities to enhance Norton Street (and possibly Balmain Road/Crystal Street) by capitalising on place-making and traffic improvements resulting from the introduction of light rail on Parramatta Road;
- any other factors the Consultant Team considers relevant to the provision of light rail on Parramatta Road.

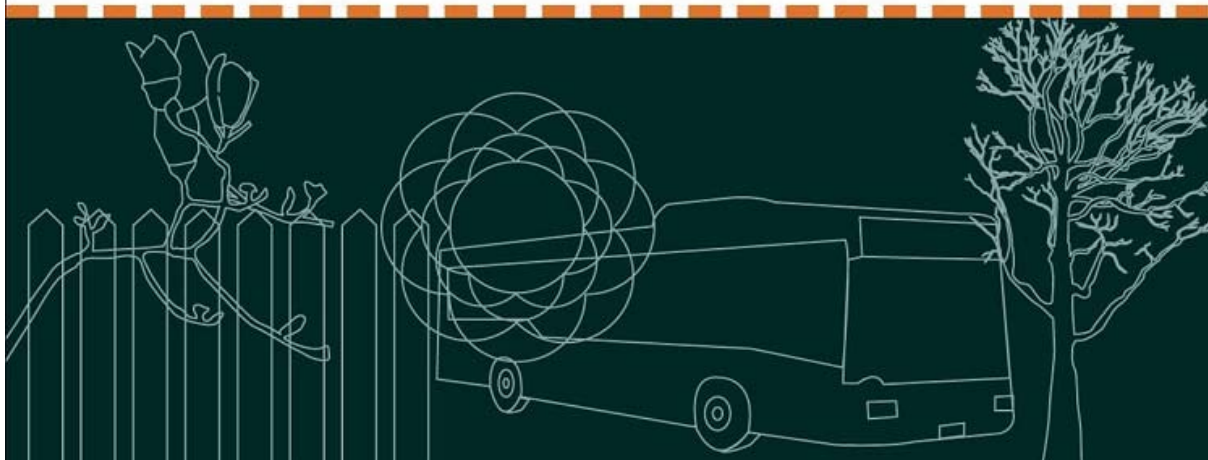
Attachments

1. Draft Brief – Parramatta Road Light Rail Opportunities Study



Project Brief - Parramatta Road Light Rail Opportunities Study

Environment and Urban Planning
Leichhardt Council



PROJECT BRIEF

Date: 18 March 2016

Council Ref: C93/16P

1.0 INTRODUCTION

The State Government has recently announced that, in association with the WestConnex Motorway and Parramatta Road Urban Transformation Projects, two lanes of Parramatta Road will be devoted to public transport.

In response to this announcement, Leichhardt Council wishes to determine the practicality of providing light rail along Parramatta Road.

This brief invites suitable consultants to provide a submission to prepare a study of opportunities for Parramatta Road (between Sydney CBD and Strathfield) to accommodate light rail services within an exclusive right-of-way. The focus of the Study will be Parramatta Road with Leichhardt/Marrickville Local Government Area (LGA).

Council is seeking to provide stakeholders, including the NSW State Government, with a study that identifies the constraints, benefits and opportunities of providing a two-way light rail service along Parramatta Road. Should the analysis find it practical to do so, Council would use the Study to encourage an upgraded public transport network in Sydney's Inner West and an enhanced environment along Parramatta Road, Leichhardt.

It is expected that the Consultant will demonstrate the capacity to analyse key aspects of light rail construction and operation including:

- The physical ability of Parramatta Road to accommodate a two-way light rail service;
- A comparison of the constraints and benefits (including efficiency and safety) of kerbside vs centre-running of a light rail service on Parramatta Road;
- Urban design and streetscape opportunities provided by kerbside vs centre-running of a light rail service on Parramatta Road;
- Analysis of likely future populations within the catchment of a Parramatta Road light rail service;
- Possible staging of the light rail infrastructure in terms of distances along Parramatta Road;
- Possible phasing-in of light rail through the introduction of other public transport modes ultimately leading to light rail. This should include consideration of any essential timing elements (eg opening of WestConnex, stage of the Parramatta Road Urban Transformation Project) to ensure the most effective integration of the service into Sydney's Inner West;

- Ability of a Parramatta Road light rail service to integrate with Sydney's future public transport network (including existing and likely future light rail services).

The total time available for the project is ten (10) weeks from the date of appointment of the Consultant Team.

1.1 OVERVIEW OF MUNICIPALITY

Leichhardt Local Government Area (LGA) stands on land that traditionally belonged to the Gadigal and Wangal people of the Eora nation. Council acknowledges the descendants of the Gadigal and Wangal peoples who reside within the area as well as all other Aboriginal and Torres Strait Islander people who have made this local government area their home.

The Leichhardt LGA covers an area of 10.32km² and is located approximately seven kilometres from Sydney's central business district. The municipality includes the suburbs of Annandale, part of Camperdown, Lilyfield, Leichhardt, Rozelle, Balmain and Birchgrove and is bounded by Sydney Harbour and the inland waterways of Hawthorne Canal to the west and Whites Creek to the east. The southern boundary follows Parramatta Road.

In 2013, the population of Leichhardt was estimated to be 57,266, with an average annual growth rate of 1.5% over the 5 years prior. 25,815 jobs were located in the Leichhardt LGA in the year ending June 2012 (National Institute of Economic and Industry Research).

Historically, the area was 'working class' with a large amount of industrial employment and workers' housing. However over the past 30 years, Leichhardt has evolved and undergone a process of gentrification. Many older industrial sites have been rezoned to residential and some fragmented employment lands remain. Located in the Inner West Subregion, Leichhardt is expected to accommodate 2,000 new homes and 500 new jobs to 2031.

Leichhardt has a strong history of community values, activism, social inclusion, and vibrant cultural life. Leichhardt's community is changing, in part because residents and businesses live and work next to Sydney's central business district, a global city and Australia's most thriving business and cultural centre. Proximity to the CBD and the opportunities and pressures arising from inner-urban life has seen considerable change in Leichhardt's socio-demographic profile over the past two decades.

1.2 STATE GOVERNMENT POLICY AND LEICHARDT'S INTEGRATED PLANNING FRAMEWORK

(a) NSW Government's Planning Policy Framework

The planning policy context for the Study is very important and it is essential that the Consultant demonstrate a good understanding of the relevant planning framework.

The NSW Government's *Metropolitan Plan for Sydney 2036 (2010)*, draft *Inner West Subregional Strategy (2008)* and the draft *Metropolitan Strategy for Sydney to 2031* have all placed emphasis on the retention of significant strategic industrial lands and contain strategies and policies that effectively prevent the loss of industrial land where it cannot be justified.

Metropolitan Plan for Sydney 2036

In 2010, the NSW Government released its *Metropolitan Plan for Sydney 2036* - a guiding strategic planning document for Metropolitan Sydney. It provides key directions for making Sydney more connected, sustainable and competitive and sets residential and employment targets for the subregions.

Table D1 in the *Housing Sydney's Population* chapter identifies a housing target for the Inner West Subregion of 35,000 new dwellings between 2006 and 2036.

Table E1 in the *Growing Sydney's Economy* chapter identifies an employment target of 25,000 additional jobs for the Inner West Subregion.

Action E3.2 of the *Metropolitan Plan* is to *identify and retain strategically important employment lands*. Under this Action, the *Metropolitan Plan* advises that the categorisation of industrially zoned land in the current draft subregional strategies will be removed and instead the subregional strategies will assess the strategic importance of employment lands. This will be guided by a strategic assessment checklist to provide a more consistent approach and common set of criteria to consider a site's strategic importance. A summary of the strategic assessment checklist is provided under this Action and covers a number of issues, such as viability of employment land, industry clusters, local land use trends and impacts on stocks of employment lands.

The assessment of the strategic importance of the industrial precincts within Leichhardt LGA should have regard to the *Summary of the Strategic Assessment Checklist* provided in Action E3.2 of the *Metropolitan Plan*.

The *Metropolitan Plan for Sydney 2036* is divided into subregions and the subregional strategies have been maintained in draft form. The subject site is located within the Inner West Subregion.

Draft Inner West Subregional Strategy

The draft *Inner West Subregional Strategy* was released in July 2008. The purpose of the subregional strategies is to provide for targeted and specific regional responses to the state level strategic objectives and aims set by the *Metropolitan Plan for Sydney 2036*.

The draft strategy identifies a housing target for Leichhardt of 2,000 new dwellings to 2031 and an employment target of 500 new jobs to 2031.

Action 1.2.3 of the draft strategy, *Council to ensure retention of sufficient small Employment Lands parcels to support local service industries*, notes that

across the subregion, especially in Leichhardt, Ashfield and Canada Bay, there are many smaller parcels of Employment Lands which provide for a range of local economic services. It identifies that these sites should be retained for industrial uses unless it can be clearly illustrated that they are not required to meet future demand for Employment Lands.

The draft strategy identifies industrial land within the Leichhardt LGA as Category 1 land (to be retained for industrial purposes) and Category 2 land (with potential to allow for a wider range of employment uses). However, as discussed above, Action E3.2 of the *Metropolitan Plan* advises that categories will no longer be included in the subregional strategies.

Other state government initiatives

Other State Government initiatives currently include:

- Parramatta Road Urban Transformation Project;
- WestConnex Motorway Project;
- The Bays Precinct;
- Sydney CBD And South-East Light Rail Project;
- Sydney's Bus Future;
- Sydney's Walking Future;
- Sydney's Bike Future.

(b) Council's Planning Framework

The development of the study framework should include consideration of the objectives in a number of Council's plans. These plans include:

Leichhardt 2025+

Leichhardt 2025+ is the strategic plan for the Leichhardt Local Government Area that identifies the community's main priorities and aspirations for the future and guides the delivery of Council services over the next ten years.

The vision statement from Leichhardt 2025+ is:

Community and Council will work together to promote and develop Leichhardt as a sustainable, liveable and connected community.

The Leichhardt 2025+ further refines this vision by identifying the following goals:

- A Leichhardt community that is equitable, cohesive, connected, caring, diverse, healthy, safe, culturally active, creative and innovative, and has a strong sense of belonging and place;
- Easy access for people, services, information and facilities that promotes the amenity, health and safety of the community and that reduces private car dependency for all travel;
- A liveable community – socially, environmentally and economically;
- A sustainable environment created by inspiring, leading and guiding our social, environmental and economic activities;

- Thriving businesses and a vibrant community working together to improve the local economy;
- Accountable civic leadership that delivers services and assets to support the community now and in the future.

A strategic and integrated approach to planning and reporting enables local government to achieve multiple outcomes for the community through cross-Council and community planning.

The Leichhardt Community Strategic Plan, Leichhardt 2025+, is supported by 10 Year Strategic Service Plans (Community and Cultural Plan; Environmental Sustainability Strategy; Employment and Economic Development Plan; Integrated Transport Plan; Long Term Financial Plan; and LLEP 2013), and 4-Year Service Delivery Plans.

The study must be consistent with the objectives and actions of Leichhardt 2025+, the Strategic Service Plans and Service Delivery Plans, and where possible, provide recommendations to achieve the strategies contained within.

Council's 10 and 4 Year Strategic Plans:

Community and Cultural Plan aims to connect people to each other, connect people to place and promote health and wellbeing.

Employment and Economic Development Plan aims to make place matter and meet people's needs.

Integrated Transport Plan focuses on walking, cycling, public transport parking, general traffic as well as land use and other considerations to encourage people to walk and cycle more, public transport that meets people's needs, appropriate management of parking, a safe street network and ensuring that transport is managed across multiple disciplines.

Other Plans

Recognition should be given to Council's various strategic plans and policies including Council's:

- Integrated Transport Plan;
- Community and Cultural Plan;
- Leichhardt Bike Plan 2016;
- Functional Road Hierarchy (currently being prepared);
- LEP/DCP;
- Environment and Sustainability Plan;
- Climate Change Strategy
- Employment and Economic Development Plan; and
- Pedestrian Access and Mobility Plan 2013.

Additionally, Council involved in significant active transport projects including The Greenway and the Inner Sydney Regional Bike Plan.

2.0 NEED FOR THE STUDY

2.1 BACKGROUND

As part of the Minister for Planning's, 11 February 2016, approval of the M4 East Project (WestConnex Stage 1b) a number of conditions were attached to the project, including:

- The provision of at least two dedicated public transport lanes on Parramatta Road, or an alternative public transport solution in the area that is superior to two dedicated lanes on Parramatta Road.
- Strict air-quality conditions for the tunnels and ventilation facilities that require compulsory reporting and compliance monitoring;
- A requirement for an increase in open space for the local community; and
- Maintaining the character of local areas with more trees and ensuring that more built heritage is saved or adaptively reused.

On numerous occasions Council has expressed interest in the revitalisation of Parramatta Road including the possible introduction of light rail to connect with the City's network.

Given the increased traffic anticipated on Parramatta Road as a result of the M4 East it is essential that Council clearly understand options available for the future Parramatta Road.

It is considered that the Minister's announcement provides Council with an opportunity to ensure that steps are taken to both preserve Parramatta Road as a public transport corridor and to initiate its revitalisation through reduced through-traffic and an enhanced pedestrian environment.

Consequently, it is proposed that Council initiate a consultant study to examine opportunities to provide light rail along Parramatta Road, including associated urban design and place-making.

3.0 PURPOSE

The purpose of the Study is to identify the various constraints, benefits and opportunities of providing light rail services along Parramatta Road.

4.0 PROJECT OUTPUTS

Key outputs from this study should include:

- Technical analysis to determine the:
 - Physical ability of Parramatta Road to accommodate light rail; giving consideration to both kerbside and centre running;
 - Possible linear staging of light rail along Parramatta Road;
 - Possible phasing in of light rail through the timely introduction of different modes of public transport along Parramatta Road (eg possibly

- starting with bus lanes, moving to bus rapid transit or guided buses then light rail and/or a mix of buses and light rail);
- o Timing necessary to ensure that traffic volumes do not "rebuild" on Parramatta Road subsequent to the introduction of WestConnex (should it proceed);
- o Engineering considerations to ensure that north-south traffic circulation is maintained where deemed appropriate;
- o The ability of Parramatta Road to carry a combination of light rail, buses and necessary traffic, while ensuring a safe environment for all road users;
- Artists' impressions of the possible streetscape enhancements that may be achieved through the introduction of light rail (both kerbside and centre running);
- A document outlining the various issues identified in the scope of the Study;
- Analysis of possible associated opportunities to enhance Norton Street (and possibly Balmain Road/Crystal Street) by capitalising on place-making and traffic improvements resulting from the introduction of light rail on Parramatta Road.

5.0 SCOPE OF WORK

The study should include (but not be limited to) consideration of:

- World's best practice examples of light rail provision that has been used to enhance inner city environments;
- Physical constraints of Parramatta Road and its ability to accommodate light rail (including any opportunities to provide footpath widenings, landscaping and other streetscape/place-making elements);
- Safety for all road (and footpath) users;
- Safety for light rail users;
- North-south connectivity for all users;
- Various NSW State Government proposals (including WestConnex, West Metro, The Bays Precinct and Parramatta Road Urban Transformation Projects);
- The strategic framework established by Leichhardt's various strategies and policies;
- Ability to integrate Parramatta Road light rail services with Sydney's existing and likely future public transport network (including routing and rolling stock);
- Examination of Parramatta Road's ability to physically accommodate a two-way light rail system;
- Identification of "pinch-points" along Parramatta Road that may constrain light rail operation and suggested solutions to overcome the issues associated with these locations;

- Benefits and constraints associated with the use of kerbside lanes in comparison to centre-running of a light rail service along Parramatta Road;
- Possible relationships between a Parramatta Road light rail service and both the WestConnex Motorway and a possible future West Metro rail service (including timing, physical alignments, catchments, timing and interdependencies);
- Timing of the introduction of such a system, particularly in relation to the ability to integrate with major government projects including the Parramatta Road Urban Transformation Program, The Bays Precinct, Sydney's Light Rail Network and WestConnex;
- Possible staging of the light rail system in relation to its length (eg CBD to Leichhardt, Leichhardt to Liverpool Road, Liverpool Road to Burwood and Burwood to Strathfield);
- Possible phasing options for different modes within the same corridor (eg commencing with full-time bus lanes, conversion to express or guided busways, followed by introduction of a permanent light rail service or combined light rail and bus operation within the corridor)
- Broad population analysis to project the possible population within a future Parramatta Road light rail catchment area;
- General operational and construction aspects of the project including estimates of:
 - patronage numbers, based on projected populations for the project's catchments area;
 - travel time estimates;
 - locations for light rail stops;
 - broad cost estimates and implications;
 - possible impacts on street amenity along Parramatta Road and adjacent streets;
 - impacts that the light rail may have on the local street network and access to adjacent neighbourhoods.
- Opportunities to provide an enhanced environment for Parramatta Road through reduced traffic, place-making, landscaping and other streetscape/urban design improvements;
- Possible associated opportunities to enhance Norton Street (and possibly Balmain Road/Crystal Street) by capitalising on place-making and traffic improvements resulting from the introduction of light rail on Parramatta Road;
- Any other factors the Consultant Team considers relevant to the provision of light rail on Parramatta Road.

The study should also provide artists' impressions of potential improvements to Parramatta Road that may result from the two different light rail configurations (kerbside lanes and centre-running. These drawings should focus on locations within Leichhardt LGA;

The Consultant will be required to work with Council to:

- Undertake a site visit of the study area.
- Prepare and refine design concepts

- Assimilate the data and background work to create a report ready for public exhibition with:
 - Executive Summary;
 - Site Analysis;
 - Strategic Framework;
 - Design Concepts;
 - Benefits, Constraints and Opportunities Analysis;
 - Recommendations.
- Prepare a draft study for consideration by Council Officers and Councillors;
- Brief Councillors and Staff on the findings of the Study;
- If necessary, brief representatives of the NSW State Government on the findings of the Study.

Council will provide the following information to the Consultant:

- Relevant Council policies and plans;
- Access to relevant Council Officers;
- An overview of strategic directions within Councils current planning framework and any relevant strategic documents produced by Council.

6.0 REPORTING & DELIVERABLES

6.1 Work Program

The Consultant will be required to prepare a detailed work program comprising:

- Key deliverables/milestones;
- Project outputs;
- Progress reports; and
- Opportunities to resolve any issues arising.

6.2 Deliverables

The key deliverables for this project will include:

- Concept drawings to indicate the physical feasibility of Parramatta Road accommodating light rail (both kerbside and centre running);
- Artists' impressions of possible streetscape and environmental enhancements that may be achieved through the introduction of light rail (both kerbside and centre running);
- A Study document outlining the issues identified in the *Scope of Work*, outlined earlier in this brief,

- Annexure or a supplemental element of the Study considering possible opportunities to enhance Norton Street (and possibly Balmain Road/Crystal Street) by capitalising on place-making and traffic improvements resulting from the introduction of light rail on Parramatta Road.

7.0 PROVISION OF RELEVANT DATA AND INFORMATION

Council will provide the information outlined in Section 5.0 of this Brief.

8.0 PROJECT SCHEDULE (TIMEFRAMES)

Timing is a critical aspect of this project. The total time available for the project is ten (10) weeks from the date of appointment of the Consultant Team.

Submissions in response to this brief will be received prior to 10am, on Monday ??? of April 2016. It is anticipated that the successful consultant will be engaged within one week of the submission closing date.

The Study should be programmed as follows:

Milestone	Completion Date
Quotations and response to brief due	??? April 2016
Engagement	??? April 2016
Inception meeting and site visit	1 week from appointment of consultant
Initial draft Study and Progress Meeting (50% completed)	5 weeks from appointment of consultant
Revised draft Study (for submission to Council for adoption to exhibit) (90% completed)	9 weeks from appointment of consultant
Final Parramatta Road Light Rail Opportunities Study	10 weeks from appointment of consultant
Report to Council for adoption	August 2016

A detailed timeframe is to be submitted with the Consultant's response to the Brief.

Specific dates for completion of project milestones, progress meetings and payments will be outlined in the contract between Council and the Consultant.

9.0 PROJECT MANAGEMENT

The Consultant will be responsible to Council Officers overseeing the Study. A project manager should be appointed to provide a central point of contact for Council.

A project inception meeting between Council and the Consultant is to be held within one (1) week of appointment. A detailed work program is to be submitted within one (1) week of the inception meeting. Project milestones will be confirmed in consultation with Council at the meeting and are to be included in the work program.

Council values regular contact with consultants in relation to the progress of projects. As such, the Consultant is required to provide a brief update on the project via phone or email on a fortnightly basis.

The Consultant will advise Council's Project Manager in writing of any proposed change in identified staffing, scope or resource requirements that may be needed for the delivery of the Study. Council's Project Manager will advise the Consultant in writing within seven days of approvals or otherwise of those proposed engagements and expenditures.

Council staff will support the Consultant by providing reasonable access to Council information and facilities.

The project manager for this project is:

Name: Ken Welsh
Position: Strategic Transport Planner
Phone: (02) 9367 9241
Email: kenw@lmc.nsw.gov.au

10.0 SUBMISSION REQUIREMENTS

The proposal must be submitted in writing and as a minimum the following information must be submitted with any such proposal

- 1) The consultant's name/s (legal entity and trading name);
 - a) ABN;
 - b) street address, postal address, fax number, email address and telephone numbers;
 - c) licence / registration number;
 - d) contact person for the proposal; and
 - e) contact person for the contract if consultant is successful.
 - f) Statements of insurance and indemnities
 - g) Statement in relation to any conflict of interest
- 2) Detailed response to the Section 5 Project Scope of Work including

- a) the approach and methodology to be adopted to provide the proposed services.
- b) details of the quality practices employed by the consultant to provide assurance of quality
- 3) Skills, experience, capability and availability of the staff that will work on the project:
 - a) the role each will play on the project;
 - b) the relevant qualifications of each;
 - c) the recent relevant experience of each; and
 - d) the names and contact telephone numbers of referees for each key person, in each case relating to a similar role the key person undertook on a previous project.
 - e) Any sub-consultants such as planner and quantity surveyor
- 4) An itemised proposed fee structure including separate line items for each key elements of the Study (its cost and timing). Additionally the quote should include:
 - a) hourly rates for variations
 - b) rates for any required disbursements
- 5) Project program/schedule
- 6) The consultant team's recent relevant experience, including details such as date/year work undertaken, address, nature of project as well as examples of previous graphics and written work produced;
- 7) An undertaking by the consultant that there are no conflicts of interest likely as a result of previous or current work that the consultant team is pursuing with relevant State Government agencies (eg Sydney Motorways Corporation).

Leichhardt Council's **General Conditions for Consultancy Services** is attached to this Brief as Attachment 1.

11.0 FEE

In its submission, the consultant is required to provide a detailed breakdown of the fees to be allocated to particular tasks and/or stages of the project.

It is acknowledged that the project fee may vary depending on the methods used.

Timing of progress payments will be tied to the achievement of work program milestones. The following progress payments are proposed:

Milestone	Progress Payments
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Milestone	Progress Payments
Quotations and project brief due	-
Engagement	-
Inception meeting and site visit	10%
Initial Draft Study(50% completed)	50%
Revised Draft Study (for submission to Council for adoption to exhibit) (90% completed)	20%
Final Study	20%
Report to Council for adoption	-

The timing and breakdown of progress payments may be reviewed at the project inception meeting if required.

Hourly rates for nominated personnel must be provided including proposed level of individual involvement throughout the project. Disbursements likely to be incurred throughout the project are also to be identified.

A total fee of \$50,000 (excluding GST) has been allocated for this project.

12.0 SUBMISSION LODGEMENT

Closing date for submissions is **10am, ???**

The documents relevant to the submission are to be marked: **"Parramatta Road Light Rail Opportunities Study - 2016** and submitted by one of the following methods:

Post	PO Box 45 Leichhardt NSW 2040 (Attention: Ken Welsh)
Hand Delivery	Leichhardt Municipal Council 7-15 Wetherill Street Leichhardt NSW 2040 (Attention: Ken Welsh)
Email:	kenw@lmc.nsw.gov.au

ATTACHMENT 1**GENERAL CONDITIONS FOR CONSULTANCY SERVICES****1. Interpretation****1.1 In these Conditions:**

- (a) 'Council' means Leichhardt Council;
- (b) 'The Contract' means the Contract under which the Consultancy Services are to be provided to Council including these General Conditions;
- (c) 'the contract material' means all material brought or required to be brought into existence as part of, or for the purpose of performing the Consultancy Services including, but not limited to, documents, equipment, information and data stored by any means;
- (d) 'The Consultancy Services' means the services to be performed under the Contract; and
- (e) 'The Consultant' means the party who by the Contract undertakes to provide the Consultancy Services; and

1.2 Words importing a gender include any other gender. The Consultant should use language which is race and gender neutral. Words in the singular number include the plural and words in the plural number include the singular.**2. Variation of Agreement**

- 2.1 No agreement or understanding that varies or extends the Contract (including in particular the scope of the Consultancy Services) and would result in an increase in the monies payable by, or other liability of Leichhardt Council, shall be legally binding upon either party unless in writing and signed by both parties.

3. Contract Material

- 3.1 The title to and ownership of intellectual property (including copyright) in all contract material shall vest upon its creation in Leichhardt Council.
- 3.2 On the expiration or earlier termination of the Contract, the Consultant shall deliver to Leichhardt Council all contract material.
- 3.3 The Consultant shall ensure that the contract material is used, copied, supplied or reproduced only for the purposes of the Contract.

4. Disclosure of Information

- 4.1 The Consultant, its employees or agents shall not disclose or make public any information or material acquired or produced in connection with or by the

performance of the Consultancy Services without prior approval in writing of Council.

5. Conflict of Interest

- 5.1 The Consultant guarantees that, at the date of entering into the Contract, no conflict of interest exists or is likely to arise in the performance of its obligations under the Contract. If, during the term of the Contract, a conflict of interest or risk of conflict of interest arises, the Consultant undertakes to notify Council immediately in writing of that conflict or risk.

6. Security

- 6.1 The Consultant shall, when using Council's premises or facilities, comply with all security and office regulations (including Council's smoke-free work place policy) in effect at those premises or facilities.

7. Personal Information

- 7.1 The Consultant shall take all reasonable measures to ensure that personal information held in connection with this Agreement is protected against loss, and against unauthorised access, use, modification, disclosure or other misuse, and that only authorised personnel have access to the personal information.
- 7.2 Condition 7.1 shall continue to have effect after the termination or expiration of this Agreement.

8. Negation of Employment, Partnership and Agency

- 8.1 The Consultant shall not represent itself, and shall ensure that its employees do not represent themselves, as being employees, partners or agents of Leichhardt Council.
- 8.2 The Consultant shall not by virtue of this Contract be or for any purpose be deemed to be an employee, partner or agent of Leichhardt Council.

9. Termination of Contract

- 9.1 Leichhardt Council may at any time, by written notice, terminate or constrict the Contract or any part of the Contract and upon such notice being given the Consultant shall cease or reduce work according to the tenor of the notice and shall forthwith immediately do everything possible to mitigate consequential losses.

- 9.2 In that event the Consultant may submit a claim for compensation and Council shall pay to the Consultant such sums as are fair and reasonable in respect of any loss sustained by the Consultant in unavoidable consequence provided that:
- (a) the Consultant shall not be entitled to compensation for loss of prospective profits; and
 - (b) Council shall not be liable to pay any sum which, in addition to any amounts paid or due or becoming due to the Consultant under the Contract, would together exceed the full price of the Consultancy Services ordinarily payable under the Contract.
- 9.3 In addition to a recommendation of the Review Manager to terminate the contract, there are other contractual conditions that may lead to Council terminating the contract. These are as follows:
- a) Non-performance – if the agency fails to complete the assignment in accordance with the agreement, the right to terminate the contract forthwith is reserved.
 - b) Unethical or unprofessional conduct.
 - c) Where the agency is found guilty of dishonest conduct or becomes bankrupt during the contract period.
 - d) Unauthorised disclosure of information, non-compliance with secrecy and confidentiality provisions and unauthorised contact with the media – no public statement or press release shall be issued without express permission. The agency shall respect the secrecy and confidentiality of Council information.
 - e) Conflict of Interest – the agency should declare any potential or actual conflict of interest without prior agreement. If a subsequent disclosure is made this will constitute grounds for termination

Should Council carry out termination of the contract the agency will forfeit the balance of monies at the time of termination.

10. Default

- 10.1 If the Consultant fails within 14 days after receipt of written notice, to remedy any default in the performance of the following obligations, namely:
- (a) To commence or to proceed at the rate of progress strictly in accordance with the Contract; or
 - (b) To perform or observe the terms and conditions of the Contract,

Council may, by written notice, terminate the Contract and recover from the Consultant any loss or damage suffered by any Council.

11. Applicable Law

- 11.1 The Contract shall be governed by and construed in accordance with the law for the time being in force in New South Wales.
- 11.2 The Consultant shall ensure that the work done under the Contract complies with the laws from time to time in force in the State or Territory in which the Consultancy Services, or any part thereof, are to be carried out.

12. Insurance

- 12.1 The Consultant is to provide Council with the following information, statements and certificates of currency prior to commencement of work. Policies, statements and information must remain current and true for the full duration of the work.

12.2 Public Liability Insurance

The Consultant must hold current Public Liability insurance for a minimum value of Two Million (\$2,000,000) dollars. A copy of the Certificate of Currency must be submitted.

Council will not accept liability for any claims arising from damage to persons or property resulting from the work being undertaken, except where Council is legislatively required to accept liability. Sole responsibility for the site and the work remains with the Consultant for the duration of the works. Any claims received will be forwarded to the Consultant.

12.3 Workers Compensation

Consultants and their sub-Contractor engaged directly by Council must hold current Workers Compensation insurance for all employees in accordance with applicable legislation. A copy of the Certificate of Currency must be submitted.

12.4 Occupational Health and Safety (OH&S)

Consultants engaged directly by Council must submit a copy of their current OH&S procedures/policy to Council's representative. The OH&S procedure/policy of the Consultant shall be deemed to also apply to sub-Contractor's engaged by the Consultant. The OH&S procedures/policy must comply with the requirements set out below:

The Consultant and their sub-Contractors shall, as a minimum, comply with all the requirements and responsibilities under the Occupational Health and Safety Act (2000) and its associated regulations (Occupational Health and Safety Regulation 2001); along with Work Cover Requirements and the relevant Codes of Practice. The OH&S Act (2000) and OH&S Regulation (2001) replace the OH&S Act (1983) and the Construction Safety Act (1912). The Consultant shall comply with any additional safety instructions given by Council's representative.

12.5 Award/Industrial/Enterprise Agreement

Consultants engaged directly by Council must submit a statement as to the award/industrial/enterprise agreement under which staff is being paid.

Council requires Consultants engaged by Council to comply with their legal obligations regarding employees and their legal entitlements. Consultants must adhere to all applicable awards and/or enterprise agreements and legislative requirements regarding payment of employee's remuneration, superannuation and all other entitlements as set out in the NSW Government's Code of Practise for the Construction Industry, Section 7, as it applies to the works to be undertaken.

Council will not engage a Consultant to carry out works on Council's behalf should they not comply with their legal obligations as set out above.

12.6 Superannuation, Tax Legislation and Illegal Immigrants

Consultants and their sub-Contractor engaged directly by Council must submit a statement declaring that they have paid all employees superannuation and all taxation that they are legally required to pay and that they are not employing illegal immigrants. See also Clause 10, Industrial Relations.

Details of Professional Indemnity and Public Liability shall be submitted with the fee proposal for approval. Each and every agent shall have suitable cover for the currency of commission.

12.7 Copyright and intellectual information

Council retains ownership of all documentation and modelling that ensues from this project.

ITEM 3.6

RECREATION AND NEEDS STUDY 2016-SCOPE OF STUDY

Division	Environment and Community Management
Author	Senior Parks and Open Space Planner
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment Business in the community Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To provide Council an outline of the proposed methodology to be used in the development of a Recreation & Needs Study for Leichhardt LGA.
Background	<p>A Recreation and Open Space Needs Study for the Leichhardt local government area was adopted in December 2005. The study provided direction for an integrated approach to open space and recreation planning and management for a period of 10 years.</p> <p>The previous study provided Council with an evidence based understanding of the open space and recreation needs of its community and an informed ability to determine appropriate priorities for the acquisition of new and/or improved open space opportunities and the provision of future active, passive and sporting recreational facilities and programs.</p>
Current Status	A scoping document for the 2016 study has been completed.
Relationship to existing policy	The current 2005 Recreation and Needs Study is now largely out of date due to changes in population demographics. Recreation needs are to be assessed to provide Council with strategic direction for the next ten years. Population growth, changes in demographics and deficiencies in recreation provision remain key challenges which a future plan needs to address.
Financial and Resources Implications	Funding of \$65,000 is budgeted for the Study.
Recommendation	That Council receive and note this report.
Notifications	Local Sporting Clubs, Community Groups, Local Precincts and Park users.
Attachments	1. Recreation and Needs Study - Letter to Urban Growth

Purpose of Report

To provide Council with an update on the development of a scoping document for the 2016 Recreation and Needs Study, its relationship to Section 94 Planning framework and timing for completion.

Recommendation

That Council receive and note this report.

Background

A Recreation and Open Space Needs Study for the Leichhardt local government area was adopted in December 2005. The study provided direction for an integrated approach to open space and recreation planning and management for a period of 10 years. The previous study provided Council with an evidence based understanding of the open space and recreation needs of its community and an informed ability to determine appropriate priorities for the acquisition of new and/or improved open space opportunities and the provision of future active, passive and sporting recreational facilities and programs.

Report

Recreation and Needs Study 2005 Key Achievements

Since its adoption in 2005 Council has achieved a number of key objectives and strategies outlined in the 2005 Study. This has included:

- Increased the accessibility and opportunity for play in Leichhardt Playgrounds -upgraded 47 playgrounds and created four new regional playground facilities at Mort Bay Park, Leichhardt Park, King George Park and Pioneers Memorial Park.
- Addressed deficiencies in recreation and sport facility provision through the securing of community access and the development of four new sporting grounds at Leichhardt Secondary School Campus (Leichhardt), Glover Street Sporting ground (Callan Park) Balmain Road sporting ground (Callan Park) .
- Upgraded existing Tennis Courts at Punch Park (Balmain), Birchgrove Park (Birchgrove) and Cohen Park (Annandale).
- Provided multipurpose courts to address deficiencies in recreation provision for young people at Mort Bay Park (Balmain), Punch Park (Balmain), Gladstone Park (Balmain) and Cohen Park (Annandale).
- Completed planning works for the provision of three netball courts in the Leichhardt Local Government Area.
- Prepared Plans of management in consultation with the community for Easton park, Leichhardt Park, Lambert Park War Memorial Park, Birchgrove Park, East Balmain foreshore, 2-8 Weston Street Balmain and Blackmore Park.
- Installed new cricket net facilities at Birchgrove Park (one additional), Blackmore Park (3 new cricket nets), Cohen Park Annandale and pending Easton Park (2 cricket nets).

- Installed a synthetic cricket pitch at Blackmore Park
- Refurbished sporting grounds at Birchgrove Park, Leichhardt Oval, Leichhardt 2, Leichhardt 3, Blackmore Park and Leichhardt High School,
- Upgraded floodlights at Birchgrove Park, Leichhardt Number 2, Easton Park, and Leichhardt Oval sporting grounds to improve evening training facilities for sporting activities.
- Upgraded Public Amenities at Cohen Park, Easton Park, War Memorial Park and Pioneers Memorial Park.
- Upgraded and increased the provision of health and fitness facilities at Leichhardt Aquatic Centre including the provision of a fitness gymnasium and new leisure and therapy pools.
- Facilitated junior AFL at Glover Street Sporting ground
- Extended and upgraded the Iron Cove Bay Run and developed access through to Balmain.
- Provided significant access to open space across the Leichhardt LGA for companion animal exercise and socialisation.
- Improved accessibility for people with disabilities at Pioneers Memorial Park and Cohen Park and Evan Jones Playground.
- Established the Leichhardt Playing Pitch Partnership Committee (now the Leichhardt Sporting Partnership Committee).
- Provided a seniors playground and out door fitness area at Leichhardt Park
- Developed a strategic policy framework to support community gardening within the Leichhardt LGA (Community Gardening Policy and a Draft Community Orchard Management Plan)
- Facilitated the development of Community gardens at Mort Bay Park, Whites Creek Valley Park and Punch Park.
- Upgraded the Whites Creek Valley park Skate facility
- Reviewed fees and charges for equitable community access for sporting grounds and parks
- Designed and developed two new neighbourhood parks- Wangal Nura Park (Leichhardt) , Douglas Grant Memorial Park (Annandale) and completed planning works for the development of the new Chester Street neighbourhood Park Annandale.
- Worked in partnership with the Balmain Sailing Club to secure grant funding for improved access for disabled sailing.
- Increased water accessibility for water based recreation sports through the provision of floating pontoons at Leichhardt Park and King George Park.
- Provided Dinghy racks at six foreshore parks.

Recreation and Needs Study 2016 –Proposed Project Stages

A Recreation and Needs Study for the Leichhardt LGA is to be developed in 2016. This will be a significant body of work for the Recreation and Parks Planning Unit of Council and will require dedicated staffing resource allocation.

The development of the 2016 Recreation and Needs Study will be to identify the sporting and recreational needs within the Leichhardt Community, the recreational aspirations of residents, workers and visitors, and to assess whether existing facilities, open space areas and services are adequately meeting these needs. The resultant Plan will guide the future planning and development of recreation facilities and services, and open space across the Leichhardt Local Government Area for the

next 10 years. Unlike the 2005 study the plan will be integrated and will also include needs assessment and the development of a recreation planning framework for the Leichhardt Aquatic Centre. In conjunction with this a master plan for the Leichhardt Aquatic centre will also be developed following the outcomes of the needs assessment works.

This project will involve two key stages including:

Stage 1: Open Space and Recreation Needs Assessment.

Stage 2: Preparation of a draft open space and recreation needs study (*for public exhibition purposes*).

Stage 1: Open Space and Recreation Needs Assessment

The first stage in the development of a new Strategic Recreation Plan is that of an open space and recreation needs assessment. Consultation with the community and stakeholders is the key part of the needs assessment phase along with an audit of current facilities and services and a review of previous studies and adopted plans. .

Community Engagement will include:

- Random household survey (2000 households)
- Web Based survey (30 days)
- Written surveys from recreation and sporting groups (30 days)
- A minimum of one workshop event with the Leichhardt Sporting Partnership Committee.
- A minimum of two community forums to seek broad community input from residents into the planning and development of recreation services, facilities and parks (*To be held in the Balmain Town Hall and Leichhardt Town Hall*).
- Interview/meeting with NSW Sport and Recreation to discuss the study and State wide needs.
- Benchmarking and auditing existing recreation need plans with neighbouring Councils.
- Assessment of -LPAC recreation needs.
- Assessment of Youth and Student recreation needs
- Assessment of Older Adults Recreation needs.
- Assessment of –All Abilities Recreation needs.
- Assessment of current asset management needs and key challenges

Stage 2- Preparation of the draft open space and recreation needs strategic plan and Public Exhibition.

The second stage is the preparation of the draft open space and recreation needs strategic plan. Once completed in draft format this plan will need to be reported to Council and if supported exhibited for a period of 28 days. As part of the exhibition period further workshop events will need to be held including:

- A presentation and feedback workshop event with the Leichhardt Sporting Partnership Committee (this meeting will also be open for the general public to attend).

The study will take approximately 6 to nine months to complete.

Section 94 Planning

Council is also committed to developing a S94 plan in 2016. The development of a Recreation and Needs Study will be a key support component of this work.

S94 plans authorise *reasonable* development contributions where new development will *increase the demand* for public amenities and services. To properly determine and justify the charging of contributions to development it is necessary to demonstrate and quantify the demand arising from new development alone and to distinguish that demand from all other demand arising. Generally, contributions can only be sought for:

- Capital costs, including land acquisition costs
- Public facilities that a council reasonably has to provide
- Public facilities that are needed as a consequence or to facilitate new development.

The population and demographic data on both the existing and projected future population together with projections of development including its type and location will provide necessary input to the infrastructure studies.

In order to satisfy section 94 development contributions requirements, infrastructure studies including an up to date Recreation and Needs Study is required to provide strategic direction for the basis of a Section 94 Action plan for recreation facilities.

It is envisaged that this Recreation and Needs study work which is required to support the Section 94 Planning framework will be undertaken in tandem with wider community recreation and needs study.

Bays Precinct –Recreation and Open Space Planning.

The NSW Government has recently announced that it will undertake the development of a joint Recreation and Needs Study for the Bays Precinct. The Government has confirmed that the study will be led by Urban Growth and that both the City of Sydney and Leichhardt Council will be partners in the study. Council has recently written to Urban Growth welcoming this announcement and requesting a meeting with Urban Growth to progress the study (refer **Attachment 1**).

It is proposed that this study will be undertaken in parallel to that of the Recreation and Needs Study for the entire LGA.

Summary/Conclusions

The development of a strategic recreation and needs study for the Leichhardt Local government is required to ensure that Council has a clear understanding of the future role of open space for residents and visitors and how changing needs in recreation provision can be provided for. The 2016 study will identify the sporting and recreational needs of the Leichhardt Community and will assess whether existing facilities, open space areas and services are adequately meeting these needs. The resultant Plan will guide the future planning and development of recreation facilities and services, and open space across the Leichhardt Local Government Area for the next 10 years.

In conjunction with this study Council is also developing its Section 94 Plan. The 2016 Recreation and Needs Study will provide evidence based information for this plan.

The NSW Governments recent announcement that Urban Growth will develop a joint Recreation and Needs Study for the Bays Precinct in partnership with Council and the City of Sydney is welcomed. While the details of this partnership are yet to be finalised it is envisaged that this study will be commenced in parallel to that of Council's own study for the wider local government area.

Attachments

1. Recreation and Needs Study - Letter to Urban Growth



2 March 2016

Mr David Pitchford
Chief Executive
UrbanGrowth NSW
Level 16, 227 Elizabeth Street
Sydney NSW 2000

Dear David,

Leichhardt Council welcomes the Government's decision to work with our Council and the City of Sydney on a joint Recreation and Needs Study for the Bays Precinct.

Council recently brought together 23 representatives from local sporting clubs and state-wide sports associations, representing eight sports, to speak as one voice and highlight the significant need for investment in sporting fields and recreation facilities at Glebe Island, White Bay and elsewhere in the Bays Precinct. Working together to ensure future recreation needs are adequately met within the Bays Precinct is an important step forward in terms of ensuring present and future residents recreation needs are provided for and that the opportunity for a wide range of recreational experiences is considered.

In addition, Council is about to commence its own Recreation and Needs Study for the Leichhardt Local Government Area as part of Section 94 Contributions Plan Review. Work from this review can also be fed into the study for the Bays Precinct. Council officers would therefore like to meet with the relevant UrbanGrowth representatives and the City of Sydney to discuss how the Bays Precinct study can be commenced and the joint methodology which should be employed to assist in developing the study.

For example, the joint methodology might comprise:

Stage 1: Open Space and Recreation Needs Assessment including a comprehensive community engagement program.

Stage 2: Preparation of a draft open space and recreation needs study – for public exhibition and feedback including community forums and the like

We would welcome discussion on a proposed joint methodology moving forward and look forward to your advice on how this is best achieved.

Please feel free to contact Council's Senior Parks and Open Space Planner, Aaron Callaghan on 02 9367 9270 if you require any further information.

Yours Sincerely



Peter Head
General Manager

Customer Service, 7-15 Wetherill Street, Leichhardt NSW 2040 PO Box 45, Leichhardt NSW 2040
Phone: (02) 9367 9222 Fax: (02) 9367 9111 Email: leichhardt@lmc.nsw.gov.au www.leichhardt.nsw.gov.au

WORKING WITH THE COMMUNITY

ITEM 3.7 USE OF METADATA

Division	General Manager
Author	ACTING GENERAL MANAGER
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment Business in the community Sustainable services and assets

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To provide an update on the use of Metadata by Council.
Background	At its Ordinary Meeting on 8 December 2015 Council resolved: <i>That Council prepare a report on how the use of metadata requests by Council can be restricted or prohibited in order to protect the civil liberties and privacy of local citizens.</i>
Current Status	NIL
Relationship to existing policy	NIL
Financial and Resources Implications	Nil, this proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure.
Recommendation	1. That Council receive and note this report; and 2. That if the collection of metadata would be of assistance in any individual enforcement matter, separate authority should be sought from Council to make an application under s280 of the Telecommunications Act 1997.
Notifications	NIL
Attachments	NIL

Purpose of Report

To provide an update on the use of Metadata by Council.

Recommendation

1. That Council receive and note this report; and
2. That if the collection of metadata would be of assistance in any individual enforcement matter, separate authority should be sought from Council to make an application under s280 of the Telecommunications Act 1997.

Background

At its Ordinary Meeting on 8 December 2015 Council considered a Mayoral Minute in the following terms:

“Australian Councils are increasingly accessing metadata in order to determine information about who their residents are speaking to and to pinpoint their location at certain times.

Metadata includes the identity of a subscriber and the source, destination, date, time, duration and type of communication.

Whilst these requests so far seem to have been restricted largely to assisting prosecutions – primarily environmental breaches – the increase in use does point to a concerning prospect for the abuse of this power, tantamount to spying on residents.

The civil liberty of our residents must be protected, as must their basic human right to privacy.”

Council unanimously resolved:

“That Council prepare a report on how the use of metadata requests by Council can be restricted or prohibited in order to protect the civil liberties and privacy of local citizens.”

Report

How Metadata Works in the Council Context

Metadata is information about a communication (the who, when, where and how) as opposed to the content or substance of a communication (the what). For phone calls, metadata includes the phone numbers of the people talking to each other and how long they talked. It does not include the content of what was said. For internet activity, metadata is information such as an email address and when it was sent, as opposed to the substance of the email, including the subject line.

Other Councils, such as Bankstown Council, have had some success with metadata in enforcement matters. For example, if a person under suspicion of committing an environmental offence alleges they were somewhere else at the time of the commission of the offence, the metadata from their phone could be used to establish where they were, or at least the range of areas they might have been in. This could be used to confirm they were not in the vicinity, or to cast doubt on their evidence. Agencies use metadata to help establish the veracity of alibi information. The Telecommunications (Interception and Access) Amendment (Data Retention) Act 2015 (Act)

On 30 October 2014, the government introduced the Telecommunications (Interception and Access) Amendment (Data Retention) Bill 2014. The Telecommunications (Interception and Access) Amendment (Data Retention) Act 2015 passed the Parliament on 26 March 2015 and received Royal Assent on 13 April 2015. This made significant changes to the existing Telecommunications (Interception and Access) Act 1979 which is the major legislation in the area (Act). Australian telecommunications companies must keep a defined set of metadata which is information about the circumstance of a communication for two years after the communication was made. The legislation also requires telecommunications companies to secure the stored data by encrypting it and preventing unauthorised access.

The set of metadata required to be retained and secured is defined by reference to the following six types of information: the identity of the subscriber to a communications service; the source of the communication; the destination of the communication; the date, time and duration of the communication; the type of the communication; and the location of the equipment used in the communication. Previously agencies such as Council could access this information by application to the various internet service providers. The Act has introduced a number of qualifications to this. Firstly, the Act establishes the need for providers to retain metadata for two years for the benefit of the agencies who may require it. Further, agencies who may wish to use the metadata, like Council, can no longer simply request it. They must either already be criminal law-enforcement agencies under s110A of the Act, or the Minister must give them permission to be treated as a criminal law enforcement agency.

Currently, those authorities recognised under the Act include the Australian Federal Police; a Police Force of a State; the Australian Commission for Law Enforcement Integrity; the ACC; the Immigration and Border Protection Department; the Australian Securities and Investments Commission to name but a few. Councils are not included. However, it is open to Council to apply for inclusion under s110A (3) to be declared a criminal law-enforcement agencies. Bankstown City Council has already done so. Application to become a criminal law enforcement agency is not a guarantee of success that a declaration will be made by the Attorney general, and Bankstown Council have been advised that the attorney is not currently disposed towards extending the agencies allowed as of right to seek metadata.

Even if an application is granted, the agency given access must keep records of the data it obtains. The obligations to record are onerous and they are policed by the Commonwealth Ombudsman. For the full text of the obligations see section 151 of

the Act. It is beyond the scope of this report to estimate the compliance costs, but they could potentially be high, perhaps as high as one dedicated part time staff member permanently assigned to make applications; keep the data confidential; and fulfil any record keeping and regulatory obligations under s151.

How has Council used metadata to date?

Leichhardt Municipal Council has not used metadata in any investigation or prosecution to date, nor is there any investigation pending or likely where metadata is perceived by staff to be warranted or necessary. This does not imply that metadata may not be useful in the future to enforcement action. There is nothing at present to indicate we need to use it.

Can Council access metadata in other ways?

Registration under the Act is one method which would allow Council to automatically have the right to seek metadata. Under s208 of a separate act, the Telecommunications Act 1997, certain data, including metadata, can be accessed by an enforcement agency. The term is not defined within the latter act, so it can be used for one off applications by Council to seek information. The procedure is more cumbersome, and an application must be made separately on each occasion, and justification provided for the request. However, it is another route by which Council may seek metadata.

Conclusion

The Mayoral Minute adopted unanimously by Council indicated Council's concern for the potential breach of civil liberties occasioned by such access. Although access to metadata may be helpful in some future scenario, this access is not vital to any actions Council is currently undertaking. The compliance cost may be more than the value of the service.

If Council wished to be considered to become a criminal law-enforcement agency under the Act Council's resolution should be:

1. That the General Manager be authorised to make an application under section 110A(3) of the Telecommunications (Interception and Access) Act 1979 to become a criminal law-enforcement agency under that Act; and
2. That a further report be brought back outlining compliance costs for becoming a criminal law-enforcement agency.

However, if Council is not of that mind, the resolution could be:

1. That Council receive and note this report; and
2. That if the collection of metadata would be of assistance in any individual enforcement matter, separate authority should be sought from Council to make an application under s280 of the Telecommunications Act 1997.

ITEM 3.8 RESIDENT PARKING SCHEME PROPOSAL FOR BATTY STREET, ROZELLE

Division	Infrastructure and Service Delivery
Author	Traffic Manager and Senior Traffic Engineer
Meeting date	12 April 2016
Strategic Plan Key Service Area	Accessibility Place Where We Live And Work

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To provide Council with the outcome of a meeting held on 31st March 2016 with residents of No.1 Batty Street, the Manager of Legal Services (Acting General Manager) and 3 senior officers, in regard to the proposed Residential Parking Scheme for Batty Street, Rozelle.
Background	<p>At the 8th March Policy Meeting, Council considered a report on the investigation/consultation process for the proposed RPS restrictions for Batty Street and Mansfield Street, Rozelle as well as the eligibility of residents of No.1 Batty Street for parking permits based on the date of registration of the strata scheme.</p> <p>At this meeting, Council resolved (C89/16P):</p> <p><i>“That the matter be deferred to the March 2016 Ordinary meeting or the next available meeting so that the residents of 1 Batty Street and representatives from Strata Management can meet with the Manager of Legal Services to go through the legal advice provided.”</i></p> <p>This report seeks to provide Council with the outcome of the meeting including a precis of comments from the residents in attendance.</p>
Current Status	Nil
Relationship to existing policy	Nil
Financial and Resources Implications	Nil
Recommendation	That Council adopts the recommendation of the Local Traffic Committee meeting held on 4th February 2016 for item 2.5 (Batty Street & Mansfield Street, Rozelle – Resident Parking Restrictions) as follows:

	<ol style="list-style-type: none">1. That a '2P, 8am-10pm (7 Days) Permit Holders Excepted, Area R1' restrictions be installed on the western side of Batty Street, Rozelle between Mansfield Street and property No. 24 Batty Street (northern boundary inclusive).2. That a '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions be installed on northern side of Mansfield Street, Rozelle between Mullens Street and Smith Street.3. That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions in Smith Street, Rumsay Street, Reynolds Avenue, Batty Street (eastern side) and Mansfield Street (Smith Street-Batty Street) not be supported due to less than 50% support received from the residents.
Notifications	Nil
Attachments	Batty Street and Mansfield Street RPS plan

Purpose of Report

To provide Council with the outcome of a meeting held on 31st March 2016 with residents of No.1 Batty Street, the Manager of Legal Services (Acting General Manager) and 3 senior officers, in regard to the proposed Residential Parking Scheme for Batty Street, Rozelle.

Recommendation

That Council adopts the recommendation of the Local Traffic Committee meeting held on 4th February 2016 for item 2.5 (Batty Street & Mansfield Street, Rozelle – Resident Parking Restrictions) as follows:

1. That a '2P, 8am-10pm (7 Days) Permit Holders Excepted, Area R1' restrictions be installed on the western side of Batty Street, Rozelle between Mansfield Street and property No. 24 Batty Street (northern boundary inclusive).
2. That a '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions be installed on northern side of Mansfield Street, Rozelle between Mullens Street and Smith Street.
3. That the proposed '2P, 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' restrictions in Smith Street, Rumsay Street, Reynolds Avenue, Batty Street (eastern side) and Mansfield Street (Smith Street-Batty Street) not be supported due to less than 50% support received from the residents.

Background

In May 2015 Council received a petition from a number of residents along the western side of Batty Street, Rozelle requesting the implementation of a Residential Parking Scheme for the amenity of the residents without available off-street parking.

Parking occupancy surveys were undertaken in line with Council's RPS Policy.

RPS proposal letters were then mailed out to the residents of Batty Street on 5th November 2015. The following table demonstrate the response rates received from the residents of Batty Street.

Street	Number of properties	Number of properties responded	Number of properties supported	Response Rate	Support Rate
Batty Street (Reynolds Ave-Mansfield St):					
Batty Street (Eastern Side)	24	11	3	46%	13%
Batty Street (Western Side)	14	12	10	86%	71%

Council's RPS Policy states "A support rate of 50% based on all properties is required to consider the proposal favourably".

Based on comments received from respondents, the original RPS proposal was then modified to maintain the unrestricted parking on the eastern side of Batty Street due

to less than 50% support received from the residents and to implement '2P, 8am-10pm (7 Days) Permit Holders Excepted, Area R1' restrictions on the western side of Batty Street, Rozelle between Mansfield Street and property No. 24 Batty Street.

It should be noted that the modified proposal only gives RPS entitlement to the properties fronting the RPS restrictions.

At the February Ordinary Meeting, Council considered the Local Traffic Committee Minutes for the meeting held on 4th February 2016 and resolved (C43/16):

"That Council adopt the minutes of the Local Traffic Committee meeting held on 4th February 2016 subject to the following change to Item 2.5;

TR16/006

2.5 Batty Street & Mansfield Street, Rozelle – Resident Parking Restrictions

That this Item be deferred pending confirmation about the date of registration of the strata scheme, with representatives of the strata management to be consulted. The information to be reported back to the March policy meeting and residents to be notified."

Report

At 8th March Policy Meeting, Council considered a report on the investigation/consultation process for the proposed RPS Restrictions for Batty Street and Mansfield Street, Rozelle as well as the eligibility of residents of No.1 Batty Street for parking permits based on the date of registration of the strata scheme.

Consequently, Council resolved (C89/16P):

"That the matter be deferred to the March 2016 Ordinary meeting or the next available meeting so that the residents of 1 Batty Street and representatives from Strata Management can meet with the Manager of Legal Services to go through the legal advice provided."

In keeping with the above resolution, a meeting was held on 31st March 2016. Four (4) residents from No.1 Batty Street, the Manager of Legal Services (Acting General Manager) and three (3) senior officers were in attendance.

There was some discussion held on the differing advice regarding the two Strata Schemes and it was agreed that this was not the main concern as the proposed scheme is not along the frontage of No.1 Batty Street. Therefore, they are not entitled to receive any RPS permits.

The following is a summary of comments/concerns raised by the residents of No.1 Batty Street, Rozelle with officer's comments:

Issue:

- Majority of apartments in the subject complex have only 1 off-street parking space available, the proposed restrictions will unfairly allocate on-street parking to the residents on the western side of Batty Street and their visitors.

Officer's comment:

- *A key component for the design of the development at No.1 Batty Street was to provide all parking on-site. This is evident in Development Control Plan No.31 that was prepared and set the guidelines for developing the Ampol site bounded by Robert Street, Buchanan Street, Reynold Street, Reynolds Avenue and Batty Street.*

Under "Item 3.4 Access, traffic management and parking" of the DCP indicated one of the objectives was "To provide adequate parking on the site."

Also, Council in September 2000 approved a reduction of the residential carparking spaces and this was supported as the carparking requirement was still in excess of the amount required by the original approval of the site

Five on-street parking spaces on the Batty Street frontage of the site were provided with street widening. This was intended for visitor parking according to the DCP.

Over the last 16 years, residents of No.1 Batty Street have had the benefit of on-street in the surrounding streets and Council's policy has been to not allow new developments to participate in resident parking schemes. However, the development has had the benefit of five parking spaces along its frontage.

Issue:

- Reduce the proposed permit parking area on the western side of Batty Street to balance the demand of residents without off-street parking, whilst retaining some unrestricted parking spaces for visitors and residents.
- *Officer's comment:*

There is support from the residents on the western side of Batty Street to the proposed scheme with the exception of one property. Currently, resident parking schemes are installed in complete sections given the parking demand.

Issue:

- There are 5 unrestricted indented parking bays outside No.1 Batty Street, which are intended for the visitors of the complex as the development did not provide any visitor parking within the basement parking. Although that is the case, should the proposed restrictions go ahead, these spaces could be occupied by other neighbours or members of the public. This will unfavourably affect the residents of No.1 Batty Street and their visitors.
- *Officer's comment:*

All parking spaces in Batty Street are public parking spaces and can be used by the public, including the proposed RPS parking up to 2 hours during restricted times.

The proposed 2P RPS restrictions would also allow turnover of the on-street parking in Batty Street thus better kerbside utilisation, whereas the current unrestricted parking allows medium to long term parking to occur with little or no turnover.

It is important to note that the proposed scheme was reduced to include 17 spaces on the western side of Batty Street. Unrestricted parking is available in Reynolds Avenue, Rumsay Street, Smith Street and on the southern side of Mansfield Street and northern side between Smith Street and Batty Street and the closed section above Robert Street.

Issue:

- The proposed RPS hours were amended from '2P 8:00am-6:00pm Mon-Fri Permit Holders Excepted, Area R1' to '2P 8am-10pm (7 Days) Permit Holders Excepted, Area R1'. This significantly reduces the possibility of securing a parking space for the residents and their visitors.
- *Officer's comment:*

During the consultation process, Council received a number of requests from the surveyed residents of Batty Street to extend the proposed RPS to 10pm and include weekend restrictions. The following comments were received:

- *The resident parking scheme be extended to 2P 8am to 10pm, Mon-Sun. The proposed streets are all within close vicinity of commercial businesses that operate on the weekends including two popular hotels.*
- *The proposed RPS be extended to include weekends and the hours of operation be until 10pm because there is a hotel at the corner of Rumsay Street and Mansfield Street and parking on weekends becomes difficult for residents.*
- *The major issues and concerns are parking in front of the house or in Batty Street after 6pm and not so much during the day Mon - Fri 8am - 6pm. I work therefore I don't get back home till very late therefore require no parking up until 12am Monday to Sunday. Weekends included ALL DAY.*
- *Parking occupancy surveys were undertaken in Batty Street between June and August 2015 on typical Tuesdays and Wednesdays in the AM and PM peak periods (outside school peak periods) in line with Council's RPS Policy. Supplementary occupancy counts were done on a Thursday as the residents had advised higher occupancy levels occurred on Thursdays. The occupancy levels showed high occupancy rates (and illegal parking), particularly in the PM period.*

Submission from Batty Street resident

Following the 8th March, Council received a submission from a concerned resident who resides on the western side of Batty Street who was unable to attend the two Council meetings where the matter was being considered. The resident advised of her support for the proposal on the western side of Batty Street and the need for the scheme as she often needs to park some distance away and has a young family, including a baby. The resident also advised that her property does not have off-street parking nor can it accommodate off-street parking. This is similar for some of her adjoining neighbours.

Mansfield Street - Proposed Resident Parking Scheme

Also at the February Traffic Committee meeting, the Committee considered a RPS for Mansfield Street and supported the installation of a resident parking scheme on the northern side of Mansfield Street between Mullens Street and Smith Street.

Council has recently received a number of requests from residents of Mansfield Street seeking Council's support to adopt the Traffic Committee's recommendation for Mansfield Street so as to allow the installation of this resident parking scheme whilst Council is considering the scheme proposed for Batty Street.

As this RPS is further along Mansfield Street towards Mullens Street, this is supported and forms part 2) of the report's recommendation.

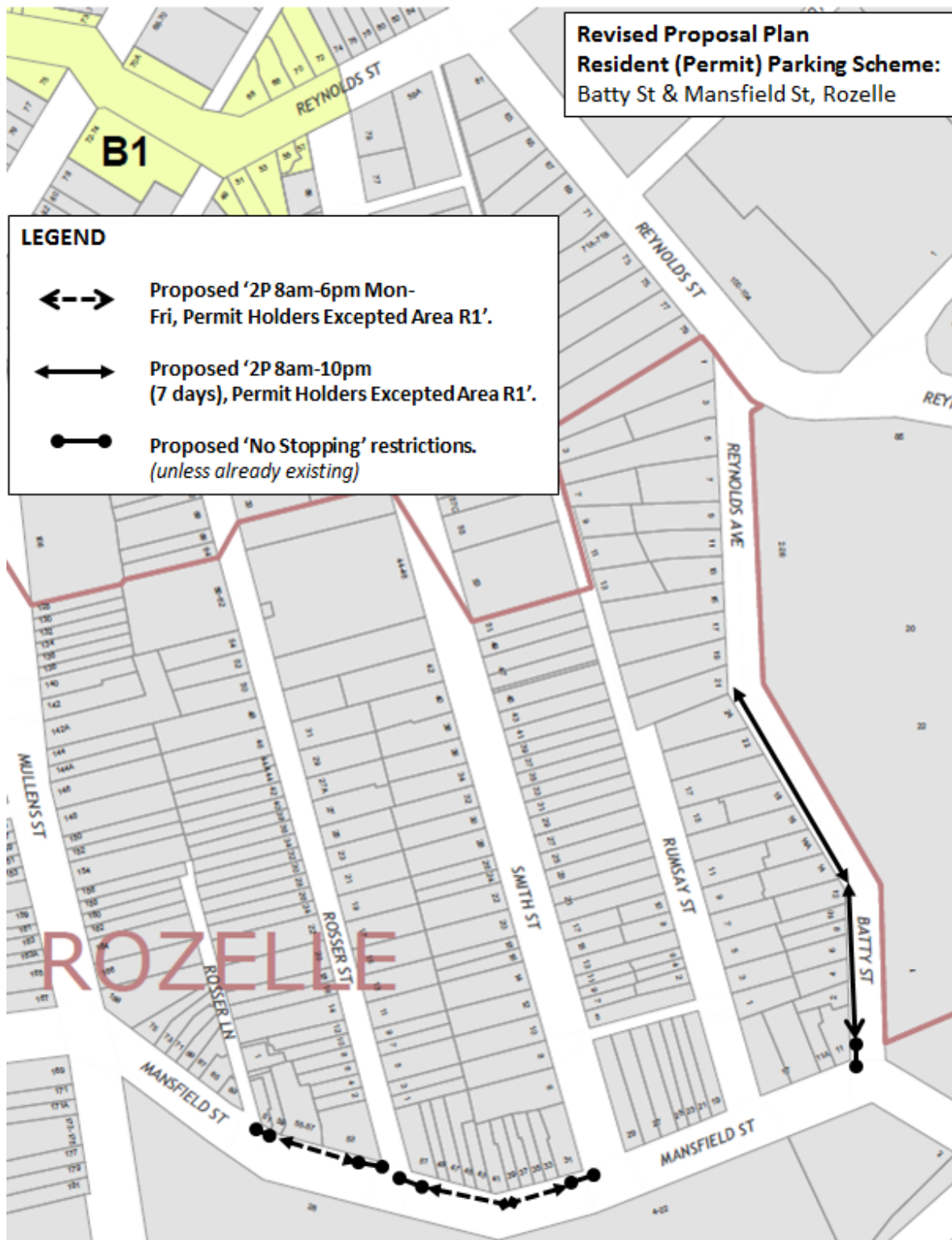
Conclusion

The permit parking proposal was intended to improve amenity for the residents on the western side of Batty Street, who do not have sufficient off-street parking facilities. Considering that the parking supply and demand in Batty Street is not proportional, increasing the hours of restriction would provide residents with no off-street parking facilities the opportunity to secure a parking space in the evening when the majority of residents have returned home.

It is also noted that the RPS proposal for Mansfield Street between Batty Street and Smith Street did not receive more than 50% support from the residents and as such was not recommended for the installation of RPS restrictions.

Based on the above review, it is considered that:

- The proposed RPS restriction '2P 8am-10pm (7 Days) Permit Holders Excepted, Area R1' are relevant considering the mix of land use in the area. These restrictions are also preferred by the residents on the western side of Batty Street and as such should not be amended.
- Council adopts the recommendation of the Local Traffic Committee meeting held on 4th February 2016 for item 2.5 (Batty Street & Mansfield Street, Rozelle – Resident Parking Restrictions).



ITEM 3.9

ELLIOTT PARK - COMPANION ANIMAL REVIEW REQUEST

Division	Environment and Community Management
Author	Senior Parks and Open Space Planner
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To present and seek direction from Council on a petition which has been received from local residents for a full review of Companion Animal Access conditions at Elliott Park, Rozelle.
Background	Council completed its strategic review of companion animal access to open space in November 2013. This review took a full two years to complete and involved extensive community consultation, public submissions, Council reporting and the implementation of a \$40,000 signage strategy across the Leichhardt LGA. Implementation of the signage strategy was completed in 2015.
Current Status	Elliott Park is a small neighbourhood park which is currently designated as on leash. The park consists of an area of approximately 8500m and provides for passive and informal recreation opportunities.
Relationship to existing policy	Companion Animal Access to Open Space Review (Completed November 2013)
Financial and Resources Implications	A review will cost in the region of \$6135.00. Funding is currently unbudgeted. A cost breakdown is provided in the body of this report.
Recommendation	<ol style="list-style-type: none"> 1. That Council note that a number of existing priority projects will be delayed should a review of companion animal access conditions at Elliot Park be supported by Council. 2. In the event that Council supports a review to proceed, Council note the strategic projects in the Parks Planning work programme (Table 1.0) detailed in the report, which will be delayed to allow the review to be commenced. 3. That should a review be supported by Council, funding will need to be identified to initiate the review in the next quarterly budget review.

Notifications	Park users, Rozelle residents located in Balmain Shores complex, Balmain Cove complex, the new ANKA Development site and the local Precinct.
Attachments	Nil

Purpose of Report

To present and seek direction from Council on a petition which has been received from local residents for a full review of Companion Animal Access conditions at Elliott Park, Rozelle.

Recommendation

1. That Council note that a number of existing priority projects will be delayed should a review of companion animal access conditions at Elliot Park be supported by Council.
2. In the event that Council supports a review to proceed, Council note the strategic projects in the Parks Planning work programme (Table 1.0) detailed in the report, which will be delayed to allow the review to be commenced.
3. That should a review be supported by Council, funding will need to be identified to initiate the review in the next quarterly budget review.

Background

Council completed its strategic review of companion animal access to open space in November 2013. This review took a full two years to complete and involved extensive community consultation, public submissions, Council reporting and the implementation of a \$40,000 signage strategy across the Leichhardt LGA. Implementation of the signage strategy was completed in 2015.

Report

A petition consisting of nine signatures has been received by Council requesting for a formalised review of Companion animal access conditions within Elliott Park Balmain. The petition requests that Council review the current on leash status of the park with a view of making it an off leash park.

Strategic Direction

A full review of companion animal access conditions for all open space areas within the Leichhardt Local government area (LGA) was undertaken as part of an approved work programme for the parks planning unit in 2012/13.

The scope of 2012/13 review was large, encompassing all open space areas and involving extensive community consultation. This included holding public meetings, public submission analysis, Councillor briefings and reporting.

Elliott Park was included as part of the review process and this part of the review process was considered and finalised by Council in November 2013. Signage implementation works across the Leichhardt LGA have taken two years to complete with the final works being completed in 2015. Recently residents in the Balmain Cove area have requested further path stencil marking works be undertaken along the extended section of the Iron Cove Bay Run, denoting this area as on leash.

The next formal review of companion animal access to open space is planned for mid 2017. This is aligned with other significant service reviews.

Notwithstanding the preference to commence the work in 2017, the steps required to initiate a standalone review for Elliott Park include:

Step 1

Reporting to Council on the request for a review and identifying which current projects will be impacted on by undertaking the additional works (*this report*).

Step 2

If Council agrees on the review:-

1. Advise the review
2. Call for submissions
3. Hold 1st public meeting (Leichhardt Town Hall)
4. Analyse Submissions (Council officer comments)
5. Report to Council on findings-recommend draft for exhibition
6. Hold a further public meeting to present the draft (Leichhardt Town Hall during exhibition period)
7. Call for submissions on the draft plans
8. Analyse submissions (Council officer comments)
9. Report back to Council on preferred position.
10. Undertake signage review based on Council determination
11. Implement new signage if supported through the review.

The time line for completing a full review is 6 months.

Impacts on the Parks Planning Work Program

The Parks Planning work program is a diverse and complex. The Parks Planning team consists of two full time staff, the Senior Parks and Open Space Planner and the Open Space Planner.

Work programming consists of strategic planning in the area of open space provision, development, community engagement and open space management. The team also is responsible for the development and assessment of open space policy and its implementation in terms of park access, community use and enjoyment.

On a day to day basis the parks planning team is responsible for administration and liaison with the public in relation to park booking inquiries, seasonal sporting ground access for sporting clubs and public and private school access, commercial fitness trainer use, private and public access to open space. The parks planning unit is responsible for responding to residential inquiries as well as the assessment and approval of community events on open space areas. Key Strategic Projects for the Planning Team in 2016 are highlighted in Table 1.0 below:-

Table 1.0 Key Strategic Priority Projects 2016/17

No index entries found.

Key Projects to be Considered for Deferment by Council

The key projects which would be impacted on in terms of timing delays should Council support a review of Elliott Park companion animal access conditions include:

- The Recreation and Needs Study 2016.
- The Bay Street Lookout design works and community consultation at Mort Bay Park
- Fitness Stations in Parks-Assessment design options and costing reporting to Council.

Significant commitments have been made by Council to deliver or investigate the delivery of these projects. The latter project, Fitness Stations in parks is already behind schedule due to delivery works with the Chester Street Neighborhood Park Project and Council's recent determination to expand the War Memorial Park Playground upgrade.

LCAMP Review Cost Factors

There are cost implications associated with any review of this nature. No budgetary funding is set aside for a formal LCAMP review. Budgetary implications to undertake the review are outlined in Table 1.1.

Table 1.1 Unbudgeted Cost Implications

Item	Cost
Mail out x 2	\$3135.00
Council Officer time	N/A
Signage Implementation (should the park change from off leash to on leash)	\$3,000.00
Total Cost	\$6135.00

Key Review Considerations

In terms of undertaking the review community consultation would need to be extensive. Consultation would also include notifying and informing new residents in the newly constructed Union Place Apartments (Terry Street Rozelle of which there are 202 new apartments in total as well as existing Balmain Shore and Balmain Cove residents. Strategically the review would so need to consider the current use of the existing parkland which lies to the west of Elliott Park, this being, Bridgewater Park. This park is a large neighborhood park and currently fully zoned as an off leash park (refer to Fig 1.0). Previous Council reports have highlighted the need to provide a range of diverse park settings for park users. This includes retaining or providing areas of on leash parks to acknowledge the recreation needs of non-dog walkers. This will need to be an important consideration for any adopted review process.



Fig 1.0 Bridgewater Park and Elliott Park

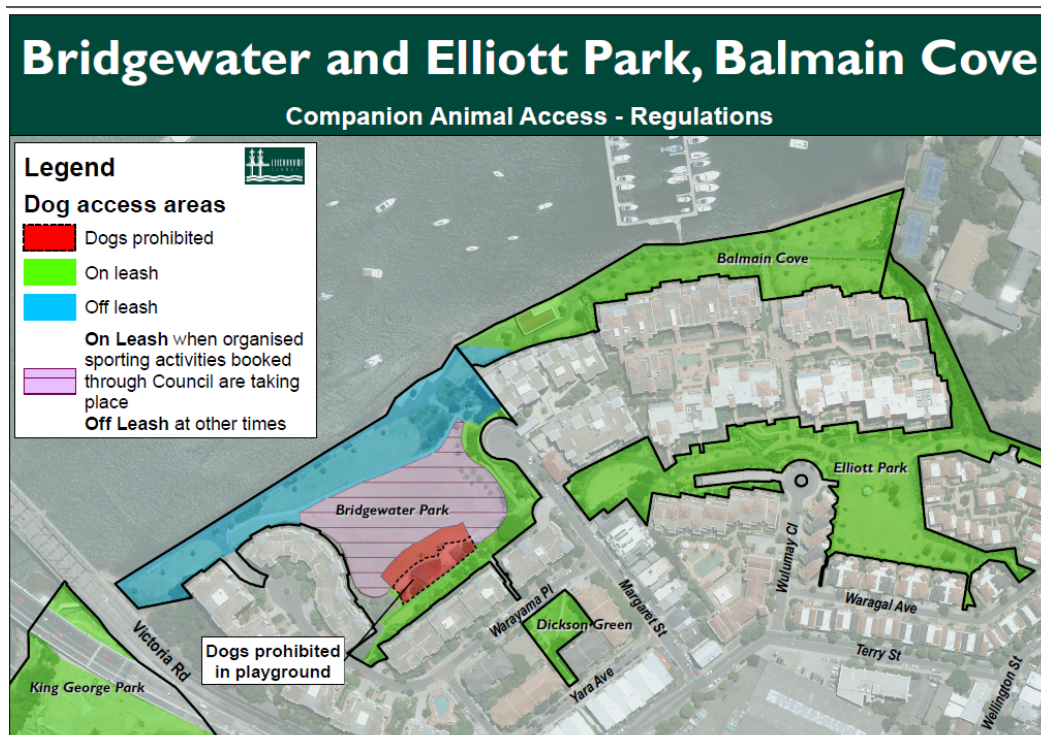


Fig 1.1 Current Companion Animal Access Regulations

Summary/Conclusions

Council needs to determine whether a review for Elliott Park is a high priority given that the most recent review was completed in 2013 and a formal review is planned for 2017 to cover the entire LGA. The current work program for the Parks Planning unit is fully committed and any review of companion animal access conditions at Elliott Park will have negative impacts on the delivery of the committed strategic projects outlined in this report.

ITEM 3.10 DRAFT OPERATION OF PHASE ONE OF REFUGEE WELCOME CENTRE, WHARF RD RECREATION HALL CALLAN PARK

Division	Community and Cultural Services General Managers Division
Author	Group Manager Community and Cultural Services Media Coordinator
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being

SUMMARY AND ORGANISATIONAL IMPLICATIONS

Purpose of Report	To present the Draft Operation for Phase 1 of the Refugee Welcome Centre in Callan Park, which is a Day Centre operating from the Wharf Road Recreation Hall, and propose that the Model be exhibited for a period of 28 Days.
Background	<p>A Report to Policy Council in February 2016 presented the vision for a Refugee Welcome Centre in Callan Park. (Refer Item 3.09 Refugee Welcome Centre Progress Report). Council resolved C107/16P</p> <p>Part 2</p> <p><i>That a further report detailing the intended operation of phase 1 of the implementation strategy for the Welcome Centre operating as a day centre from building 502 in Callan Park, be brought to the April Policy Meeting of Council to allow for public exhibition and community input.</i></p>
Current Status	Discussion underway to initiate a formal agreement with Settlement Services International and other relevant major partners to support the establishment of phase 1 of the strategy, in the Wharf Rd Recreation Hall, Callan Park
Relationship to existing policy	Aligns, noting that Wharf Rd Recreation Hall is Building 504 in Callan Park and under license from NSW Health to Leichhardt Council
Financial and Resources Implications	<p>It is recommended that \$2,600 be allocated from the Callan Park Budget to cover costs of community consultation</p> <p>Fee waiver for use of Wharf Road Recreation Hall in Callan Park for the purpose of supporting a Refugee Welcome Day Centre.</p> <p>This proposal is consistent with the recent s23A</p>

	Guidelines issued by the OLG in relation to financial expenditure.
Recommendation	<ol style="list-style-type: none">1. That Council note the proposed operation of Refugee Welcome Day Centre operating from Wharf Road Recreation Hall, Building 504 Callan Park, as Phase 1 of the Refugee Welcome Centre.2. That Council places the proposal on public exhibition for a period of 28 days.3. A further Report including input received during the Exhibition be brought to June Policy Council Meeting.4. That \$2,600 be allocated from the Callan Park Budget to cover costs of community consultation.
Notifications	Public Exhibition for 28 Days following April Policy Meeting in keeping with Council's Community Engagement Framework.
Attachments	Draft Operation of Phase 1 Refugee Welcome Day Centre at Wharf Rd Recreation Hall Callan Park.

Purpose of Report

To present the Draft Operation for Phase 1 of the Refugee Welcome Centre in Callan Park, which is a Day Centre operating from the Wharf Road Recreation Hall, and propose that the Model be exhibited for a period of 28 Days

Recommendation

1. That Council note the proposed operation of Refugee Welcome Day Centre operating from Wharf Road Recreation Hall, Building 504 Callan Park, as Phase 1 of the Refugee Welcome Centre.
2. That Council places the Draft Operation proposal on public exhibition for a period of 28 days.
3. A further Report including input received during the Exhibition be brought to June Policy Council Meeting.
4. That \$2,600 be allocated from the Callan Park Budget to cover costs of community consultation

Background

Council resolved **C606/15**

That Council

1. *Note the excellent drug and alcohol residential rehabilitation, mental health, ambulance, health training and tertiary education services currently located in Callan Park and restate its support for these services remaining there.*
2. *Further note the potential for state and federal government investment in any upgrade of facilities to benefit all existing services there.*
3. *Approach State and Federal Governments to request the funding of a permanent Refugee Welcome Centre for refugees to support refugee settlement in the Inner City through provision of temporary accommodation for new arrivals and to act as a settlement hub providing relevant support services and facilities;*
4. *Work with State and Federal Governments to ensure the Centre be located in Callan Park and use existing buildings or new structures consistent with existing regulation of the Park, supplemented by temporary accommodation facilities and infrastructure, to enable the Inner West of Sydney to:*
 - a. *Contribute significantly to the absorption of the Syrian/Iraqi refugee intake and other refugees from the UNHCR program.*
 - b. *Provide permanent infrastructure supporting the arrival of refugees in Australia.*

5. *Commit to full and thorough consultation, in line with Council's Community Engagement Framework, on this proposal, subsequent to a response being received from the State and Federal governments*
6. *Reaffirms its position that Callan Park should be a Centre of Excellence in Mental Health as per the Callan Park Masterplan and upholds the Callan Park (Special Provisions) Act 2002*
7. *That the matter be discussed with the Callan Park taskforce*
8. *Write to State and Federal Governments to request funding for the completion of the Callan Park Masterplan, the wellness centre and mental health facilities*

A Report to Policy Council in March 2016 presented the vision for a Refugee Welcome Centre in Callan Park attaching correspondence with the Federal and State governments. (Refer March Policy Council Item 3.09 Refugee Welcome Centre Progress Report).

Council resolved in March **C107/16P**

1. *That Council initiate a formal agreement with Settlement Services International and other relevant major partners to support the establishment of phase 1 of the strategy.*
2. *That a further report detailing the intended operation of phase 1 of the implementation strategy for the Welcome Centre operating as a day centre from building 502 in Callan Park, be brought to the April Policy Meeting of Council to allow for public exhibition and community input.*

Report

Council Officers are working with Settlement Services International, the Justice and Peace Office of the Archdiocese of Sydney and other stakeholders in developing a formal agreement to support the establishment of Phase 1 of the Strategy.

The proposed Draft Operation of a Day Centre as Phase 1 of the Refugee Welcome Centre in Callan Park is presented in **Attachment 1. In summary:**

The proposed location

Wharf Road Recreation Hall, Building 504 Callan Park, under license to Leichhardt Council from NSW Health.

The proposed Phase 1 Hours of Operation

- Monday to Friday within the hours of 0800 to 1800
- Up to 20 weekend days a year in the first year, to be reviewed after 12 months operation

Phase 1 Service Provision

- Family Support
- Community Building
- Partnerships

- On site Co-ordination

Attachment 1 sets out the proposed Draft Operation, based on input from Settlement Services International, the Justice and Peace Office of the Archdiocese of Sydney, other discussions with sector stakeholders including Red Cross Australia, and NSW Refugee Health Service.

The Day Centre operation is informed by Council's own experience in managing and operating 3 staffed Community Facilities, the Hannaford Centre, the Jimmy Little Community Centre, and the Annandale Community Centre, all of which offer a range of recreation, social support, and community participation programs. Additionally Council has experience in hiring out unstaffed community including Clontarf Cottage, Whites Creek Cottage, and facilities overseen by caretakers at Balmain Town Hall, Balmain Meeting Room and Leichhardt Town Hall facilities to non-government and community users.

Community Engagement

To date, Council has widely publicised commitment to a Refugee Welcome Centre in Callan Park, seeking community input and response through Council reports, the Council website, print media, social media, correspondence from the Mayor, individual meetings with key stakeholders and local organisations, as an agenda item on the February Callan Park Task Force Agenda, and a call-out for interested individuals and organisations to register their interest in volunteering in the Welcome Centre.

The proposed Operation of a Day Centre (Attachment 1) draws on the expressions of support from local community members wishing to volunteer their support and skills to welcome refugees into the local community, and consultation with organisations who have expressed support in its formation and operation, listed in the March 2016 Policy Meeting Report Item 3.09, including

- Settlement Services International (SSI)
- Justice and Peace Commission, Catholic Archdiocese of Sydney
- Habitat for Humanity NSW
- Refugee Council of Australia
- Refugee Advice and Casework Service
- All Souls Leichhardt
- Village Churchy Annandale
- Saint Brendan's Parish

Expressions of support continue to be received by Council, including from local schools

- Sydney Catholic Schools
- Burwood College

More than 110 expressions of support from individuals and organisations have been received.

Exhibition of Phase 1 Refugee Welcome Day Centre

This Operation Plan will be exhibited in keeping with Council's Community Engagement Framework, as resolved in C606/15. (Refer <http://www.leichhardt.nsw.gov.au/About-Council/Plans-Policies-Publications/Policies/Policies-A-to-Z#indexC>)

The consultation is guided by the Service and Program Planning – eg Neighbourhood Centre Programs; and Major Projects and Strategic Issues: eg Callan Park.

What to do	When you are dealing with...					
1=Every time 2=In most circumstances 3=On specific occasions 4=On rarest occasions	Site specific Matters and Events Eg: Development applications ; Change of Use; Annual festival	Locality improvement Eg: traffic management; main street upgrade; ; Parks Plans of Management;	Service & program Planning Eg: Youth services; Neighbourhood Centre Programs; Children's services; Waste Services	Policy development Eg: Graffiti policy, Community Engagement Framework	Major projects & Strategic issues/ resource plans Eg: Callan Park ; M4 extension; Sustainability strategy; Land-use rezoning; Management Plan	Strategic Plans Eg: Leichhardt 2020+, Local Environment Plan; Community Cultural Plan

Detailed communications

Communication Medium	Action	Timeline/ Deadline
Public Meeting	Conduct a public meeting on the Phase 1 Operation	TBC 2 May
Agenda Item	Callan Park Task Force Meeting	06/01/16 TBC
Media Release	To local publications	04/13/16
Advertisement	Courier 19 April	04/13/16
Social Media	Develop meme	04/13/16
Public Exhibition	On exhibition Friday 15 April – Wednesday 11 May	04/15/16
Website	HaveYourSay	04/15/16
Website	Callan Park page	04/15/16
Website	Media Releases	04/15/16
Social Media (FB, Twit, Insta)	Notify exhibition	04/15/16

Brochure	Draft and Design: DL, 2 sided, outline proposal, invite submission	04/15/16
Poster	Design (print in house, A3 and A4 version)	04/15/16
Brochure	Print	04/18/16
Poster	Community Notice Boards, Libraries, Customer Service, LPAC, Jimmy Little Community Centre	04/18/16
Courier weekly page	Feature exhibition, Have Your Say	04/19/16
ENews	Notify Exhibition	04/21/16
ENewsletter	Specific to initiative – Council Tier 1 and Tier 2 committees	04/21/16
Brochure	Distribution Lilyfield	04/21/16
Brochure	Direct mail to key stakeholders	04/21/16
Social Media (FB, Twit, Insta)	Notify exhibition	04/22/16
Advertisement	Courier 3 May	04/27/16
ENews	Notify Exhibition	04/28/16
Social Media (FB, Twit, Insta)	Notify exhibition	04/29/16
ENews	Notify Exhibition – closing soon	05/05/16
ENewsletter	Specific to initiative – Council Tier 1 and Tier 2 committees	05/05/16
Social Media (FB, Twit, Insta)	Notify exhibition	05/06/16
Social Media (FB, Twit, Insta)	Notify exhibition, last chance to have your say	05/11/16
ENews	Notify Exhibition – last chance	05/12/16
Total costs		\$2,600

This proposal is consistent with the recent s23A Guidelines issued by the OLG in relation to financial expenditure

Summary/Conclusions

Council resolved to full and thorough consultation, in line with Council's Community Engagement Framework, on the proposal for a Refugee Welcome Centre operating in Callan Park. This Report has presented the Community Engagement processes being undertaken, and proposes exhibiting the Draft Refugee Welcome Day Centre for public exhibition for a period of 28 Days following adoption by Council. A further report on feedback from the Exhibition period will be reported to June Policy Council.

Attachments

1. Draft Operation of Phase 1 Refugee Welcome Day Centre at Wharf Rd Recreation Hall Callan Park.



Refugee Welcome Centre in Callan Park

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1. Background

Leichhardt Council is strongly committed to assisting the establishment of a Refugee Welcome Centre in the Inner City and resolved at its meeting of 8 December 2015 to take immediate steps to secure this outcome with Commonwealth Government, State Government and the local community, as well as with the involvement of relevant service providers.

Council is seeking the cooperation of the State and Federal Governments to establish such a Centre in Callan Park. Council committed *to full and thorough consultation, in line with Council's Community Engagement Framework, on this proposal*, (C606/15) and a copy of Council's full resolution follows as **Attachment 1**.

2. Current situation

Council recently approached the Federal and State Ministers to request the funding of a permanent Refugee Welcome Centre, potentially through the provision of temporary/transitional accommodation for new arrivals and to act as a settlement hub, providing relevant wrap-around support services and facilities.

Council in February 2016 issued an open statement inviting community members and organisations to register support for the Welcome Centre and continues to receive expressions of support and offers of assistance from local community members, non-government organisations and the local schools. On 1 March leading refugee service organisations and churches from across the inner west of Sydney have come together to sign an open letter calling on the Baird Government to support Leichhardt Council's plan for a Refugee Welcome Centre in Callan Park.

- Settlement Services International (SSI)
- Justice and Peace Commission, Catholic Archdiocese of Sydney
- Habitat for Humanity NSW
- Refugee Council of Australia
- Refugee Advice and Casework Service
- All Souls Leichhardt
- Village Churchy Annandale
- Saint Brendan's Parish

Council has engaged with a number of key non-government organisations and local social justice advocacy and faith based groups who have made significant expressions of support for a Refugee Welcome Centre in Callan Park

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WORKING WITH THE COMMUNITY



support and expressed interest in working collaboratively to support the Refugee Welcome Centre locally.

Council further resolved, March 2016 **C107/16P**

1. That Council initiate a formal agreement with Settlement Services International and other relevant major partners to support the establishment of phase 1 of the strategy.
2. That a further report detailing the intended operation of phase 1 of the implementation strategy for the Welcome Centre operating as a day centre from building 502 in Callan Park, be brought to the April Policy Meeting of Council to allow for public exhibition and community input.

Phase 1 - Draft Operation of Refugee Welcome Day Centre in Wharf Road Recreation Hall Callan Park has been reported to April 2016 Policy Council and is proposed for public exhibition.

3. About Callan Park

Callan Park is a significant parkland in the Leichhardt Local Government area, owned and managed by the NSW State Government. At over 60 hectares and equivalent to the size of the Sydney Botanical Gardens, Callan Park is one of the largest and most regionally significant public facilities in Sydney's Inner West. Built as a hospital for the insane in 1885, it has a number of heritage buildings, with twenty three (23) of these classified as being of exceptional or high heritage status.

Following extensive community consultation, Leichhardt Council adopted the Callan Park Masterplan in 2011. The Masterplan is structured around the objectives of the Callan Park (Special Provisions) Act 2002 (see details following at Attachment 2) to preserve open space and heritage, provide active and passive recreation space, and develop health, community and education facilities.

Callan Park has a critical legacy as Sydney's premier site for mental health and support services. Council seeks to maintain the excellent drug and alcohol residential rehabilitation, mental health, ambulance, health training and tertiary education services located in Callan Park.

A Welcome Centre for refugees within Callan Park is consistent with the Masterplan objectives and meets the requirements stipulated in the Callan Park Act. In establishing such a Centre, it will be far more cost effective to rehabilitate the existing facilities within Callan Park than to build new premises from scratch.

This is consistent with the existing regulation of the Park and could be supplemented by new accommodation and other infrastructure, if required.



4. Phase 1 - Draft Operation of Refugee Welcome Day Centre in Wharf Road Recreation Hall Callan Park

4.1 Wharf Road Recreation Hall Callan Park.

The Wharf Road Recreation Hall is licensed to Leichhardt Council from NSW Health and is able to be used for recreational, community and sporting activities.

The Hall is equipped with: a Kitchen; a small meeting room currently used as storage; adjacent storage facilities; and access to male, female and an accessible toilet.

Other areas in the facility are allocated by Council for use by sporting clubs and storage requirements.

The amenities are a shared space for all users of the facility as well as users of Glover Street Sporting Ground, and therefore users of the Recreation Hall do not have exclusive use of the amenities. This constraint applies in other Council managed community facilities such as the Jimmy Little Community Centre and can be worked out through the collaboration and cooperation of users.

The maximum capacity of the Wharf Road Recreation Hall is 150 people, with a small meeting room, and a room currently allocated to storage by Leichhardt Council. The facility can be used from 8am to 11 pm.

4.2 The proposed Phase 1 Hours of Operation

- Monday to Friday within the hours of 0800 to 1800
- Up to 20 Saturdays a year in the first year, to be reviewed after 12 months operation
- Existing regular booking commitments to other organisations will be maintained.
- Existing sporting clubs accessing the storage and amenities in 2016 will continue to be able to do so.

4.3 Phase 1 Service Provision

The Wharf Road Recreation Hall presents an ideal site to support and co-locate this work, with a Stage 1 focus on:

- **Family support** – to ensure refugees feel welcome and are provided with accessible and relevant supports immediately following arrival.
- **Community Building** – to ensure adequate community integration and support through volunteering and community participation in the model.
- **Partnerships** – to ensure adequate collaboration and sustainable access to existing support infrastructure. This includes access to education and employment.

Refugee Welcome Centre in Callan Park

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This Phase could host immediate health, mental health and other support services that are required. Council understand that these services are already being offered by a range of settlement, mental health and physical health services.

It is proposed that a Day Centre Co-ordinator be appointed, potentially in a partnership between Justice and Peace Office of the Archdiocese of Sydney, and Settlement Services International, and Leichhardt Council

Council will play a leading role in establishing and promoting a welcoming attitude in the local community and local support networks for the refugees arriving there, and contribute to long term social cohesion.

The first phase Refugee Welcome Day Centre will provide a hub for:

- Day activities in a supportive and accessible environment.
- Psycho-social support groups and mental health counselling.
- Orientation to Australia sessions provided by Settlement Services International as per the regular program currently operating.

Judging by settlement patterns in Sydney, some support with transportation may be required to ensure people fully utilise these programs

4.4 Key ingredients to success:

- The support of Non-Government organisations, Government and other key stakeholders;
- An understanding of the settlement services programs in existence;
- A phased approach with realistic milestones; and
- Allowing a role for volunteer community members and service providers.

4.5 Partners & Collaborators

A range of discussions have occurred and are also in train and these include:

- Local residents and community groups who have made many offers of strong support and who are indeed already active in refugee support. Council has established an online volunteer registration program.
- Settlement Services International (SSI), who have committed to working in partnership to develop a Welcome Day Centre for refugees including co-location of

Refugee Welcome Centre in Callan Park

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relevant settlement support services such as the much needed support services such a health and English language and mental health.

- Justice and Peace Office of the Catholic Archdiocese of Sydney who have committed to working in partnership to develop and implement a Refugee Welcome Day Centre including providing on site Centre Co-ordination.
- Other relevant and interested community and educational organisations such as Sydney Catholic Schools and Burwood College who have indicated a willingness to be involved.



Attachment 1

COUNCIL MEETING 8 DECEMBER 2015

C606/15 RESOLVED BYRNE / EMSLEY

That Council

1. *Note the excellent drug and alcohol residential rehabilitation, mental health, ambulance, health training and tertiary education services currently located in Callan Park and restate its support for these services remaining there.*
2. *Further note the potential for state and federal government investment in any upgrade of facilities to benefit all existing services there.*
3. *Approach State and Federal Governments to request the funding of a permanent Refugee Welcome Centre for refugees to support refugee settlement in the Inner City through provision of temporary accommodation for new arrivals and to act as a settlement hub providing relevant support services and facilities;*
4. *Work with State and Federal Governments to ensure the Centre be located in Callan Park and use existing buildings or new structures consistent with existing regulation of the Park, supplemented by temporary accommodation facilities and infrastructure, to enable the Inner West of Sydney to:*
 - a. *Contribute significantly to the absorption of the Syrian/Iraqi refugee intake and other refugees from the UNHCR program.*
 - b. *Provide permanent infrastructure supporting the arrival of refugees in Australia.*
5. *Commit to full and thorough consultation, in line with Council's Community Engagement Framework, on this proposal, subsequent to a response being received from the State and Federal governments*
6. *Reaffirms its position that Callan Park should be a Centre of Excellence in Mental Health as per the Callan Park Masterplan and upholds the Callan Park (Special Provisions) Act 2002*
7. *That the matter be discussed with the Callan Park taskforce*
8. *Write to State and Federal Governments to request funding for the completion of the Callan Park Masterplan, the wellness centre and mental health facilities*



Attachment 2

The Callan Park (Special Provisions) Act 2002
http://www.austlii.edu.au/au/legis/nsw/consol_act/cppa2002304/

The Callan Park Act was legislated to preserve the public ownership of the Park, to protect its open space and heritage features including its many historic buildings and landscapes, and to restrict future development that is not for the purpose of health, educational or community (not for profit) facilities.

The Act specifically prohibits the erection of new buildings (other than temporary structures) outside the footprint or building envelopes of existing buildings. There are over 140 existing buildings in total with more than half of them empty and in poor condition.

Consistent with the Act restrictions, there are a number of tenants within Callan Park including Sydney College of the Arts, University of Tasmania, NSW Ambulance Service, the NSW Writer's Centre and several non-government organisations (NGOs) such as the Mental Health Coordinating Council, We Help Ourselves (WHOs) and Foundation House Drug, Alcohol and Gambling treatment centre.



Day Centre Model

Maintain Existing Service Footprint (MH, AOD, Training)

Engage On Arrival and Onsite Support Services
(Refugee Health, STARTTS, ESL, SSI, DEC)

Day Centre Model with access to Specialist Care

Transport

**ITEM 3.11 STREAMLINING LOCAL EVENT AND LIVE MUSIC
APPROVALS**

Division	Environment and Community Management
Author	Director Environmental and Community Management Manager Development Assessments
Meeting date	12 April 2016 Policy Meeting
Strategic Plan Key Service Area	Community well-being Accessibility Place where we live and work A sustainable environment Business in the community Sustainable services and assets

**** THIS REPORT IS TO BE CIRCULATED AS A SUPPLEMENTARY ITEM**

SECTION 4 – CLOSED COUNCIL

ITEM 4.1 LEGAL SERVICES REPORT

Reason for Confidentiality

This report is **CONFIDENTIAL** in accordance with Section 10A(2)(g) of the Local Government Act 1993, which permits the meeting to be closed to the public for business relating to the following: -

- (g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege