

SUPPLEMENTARY BUSINESS PAPER 1

COUNCIL MEETING

Tuesday, 17 September, 2013

Distributed on 13 September 2013

Meeting commences at 6.30pm

**Council Chambers
Level 3, 2-14 Fisher Street
Petersham**

MEETING AGENDA – PRECIS SUPPLEMENTARY ITEMS

The following report appears as a late item with Mayoral approval as information required for the preparation of the report was not available at the time of distribution of the Business Paper.

1 Mayoral Minutes

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Item No: C0913 Item 24

Subject: MAYORAL MINUTE: REGIONAL APPROACH TO DEVELOPMENT OF PARRAMATTA ROAD CORRIDOR

File Ref: 4674/66328.13

Councillors

Background

I have been engaged in discussions with a number of Inner City Mayors whose councils include the Parramatta Road Corridor. The purpose of the discussions was to:

- develop a regional approach in consultation with the NSW State Government in dealing with the development of the Parramatta Road corridor;
- provide a voice for our respective communities on how development would take place and on what public benefits would flow from it and to whom; and
- provide individual councils with a seat at the decision-making table.

Providing a voice for our communities

Mayors have examined a now well publicised model utilised by the City of Canada Bay Council involving the use of a Citizen Jury to enable Council to make decisions on its Operational Plan and budgetary priorities.

Canada Bay used a not-for-profit research institute known as the newDemocracy Foundation (go to www.newdemocracy.com.au for more details) to select, equip and evaluate the Citizen Panel which comprised a demographically representative sample of the Local Government Area. There was no charge for newDemocracy's work.

Council selected group facilitators and expert advisers. Payments for these services and for jury members were met by Council.

Over a period of many months, the Citizen Jury was provided with relevant technical, financial, demographic, regulatory, planning and other information necessary to make an informed assessment of relative priorities. In order for this process to work, jury members need to be assured that their work will be referred directly to an end decision maker.

In the case of the Parramatta Road Corridor, a statistically reliable cross section of each member council's Local Government Area in proportionate numbers to the relative populations of each would form a Citizen Panel. Some 70 or more people may be needed. newDemocracy would oversee the project at no cost to councils. The NSW Department of Planning could be approached to fund the work. Alternatively newDemocracy have undertaken to do so. Facilitators, experts and the like would be selected transparently by councils through their normal competitive procurement processes to support the Panel. newDemocracy have suggested the Panel would require almost 12 months to be established, deliberate and report. An estimate of likely costs can be prepared. Each council would fund these costs in relative proportion to their overall population.

There would be an open call for submissions to the Jury from interested parties, community groups, developers, government agencies and from individual councils. Submissions would be made public.

Developing a Regional Approach

If councils in the Parramatta Road Corridor do not work collaboratively to plan the development of the corridor and manage the impact on local residents in a way that delivers on the NSW State Government's broader planning framework, a solution will inevitably be forced on them.

While it may be convenient politically to oppose NSW State Government transport infrastructure or urban planning policies, failure to work collaboratively will inevitably deny individual councils and the communities they represent the opportunity to influence the outcomes of decisions.

Providing councils with a seat at the table

Effective decision making for the Parramatta Road Corridor requires the engagement of the NSW State Government and all of their agencies which impact on it. A realistic aim would be for councils to have a seat at the decision-making table. That would require councils to delegate their planning powers to an appropriate decision-making vehicle to which councils would appoint delegates, perhaps 2 or 3 to be manageable. The vehicle could be a County Council, a s356 Committee or a Planning Authority established by the State Government for that purpose. What that vehicle looks like can be determined in the future. One critical element is that the Citizen Jury has a decision-making vehicle to which it can report its findings. Of most importance is that the decision-making vehicle agrees to adopt the Jury's recommendations on an 'all or nothing' basis.

What decisions are required?

The recommendations contained in this Minute will facilitate the first steps being taken to develop an intergovernmental approach to the development of the Parramatta Road Corridor informed by a leading edge model of deliberative democracy.

MOTION:

THAT Council:

- 1. agree in principle to work collaboratively with Inner City Councils and the NSW State Government to plan the development of the Parramatta Road Corridor;**
 - 2. agree in principle to delegate its planning powers to an appropriate decision-making vehicle to which it will appoint an agreed number of members;**
 - 3. work with newDemocracy to prepare a proposal for the appointment of a representative Citizen Jury drawn proportionately from residents of member councils to develop a sub-regional plan for the Parramatta Road Corridor and an associated plan for the use of developer contributions;**
 - 4. write to Leichhardt, Ashfield, Burwood, Strathfield and Canada Bay Councils to seek their support for the approach in points 1 and 2; and**
 - 5. write to the Premier seeking his support to an inter-governmental approach to the development of the Parramatta Road Corridor informed by a Citizen Panel.**
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Clr Victor Macri
Mayor of Marrickville

ATTACHMENTS

Nil.