

## **MEETING NOTICE**

The **Ordinary Meeting** of  
**Bayside Council**  
will be held in the Rockdale Town Hall, Council Chambers,  
Level 1, 448 Princes Highway, Rockdale  
on **Wednesday 11 December 2019** at **7:00 pm**

## **AGENDA**

- 1 ACKNOWLEDGEMENT OF COUNTRY**
- 2 OPENING PRAYER**
- 3 APOLOGIES**
- 4 DISCLOSURES OF INTEREST**
- 5 MINUTES OF PREVIOUS MEETINGS**
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- 6 MAYORAL MINUTES**
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  - 6.2 Mayoral Minute - Drought Assistance .....25
  - 6.3 Mayoral Minute - Plan to Save Our Recycling.....26
- 7 PUBLIC FORUM**

Members of the public, who have applied to speak at the meeting, will be invited to address the meeting.

Any item the subject of the Public Forum will be brought forward and considered after the conclusion of the speakers for that item.
- 8 REPORTS**
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The meeting will be video recorded and live streamed to the community via Council's Facebook page, in accordance with Council's Code of Meeting Practice.

Meredith Wallace  
**General Manager**



## **Council Meeting**

**11/12/2019**

Item No	5.1
Subject	<b>Minutes of the Council Meeting - 13 November 2019</b>
Report by	Michael Mamo, Director City Performance
File	SF18/3022

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## **Officer Recommendation**

That the Minutes of the Council meeting held on 13 November 2019 be confirmed as a true record of proceedings.

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## **Present**

Councillor Joe Awada, Mayor  
Councillor James Macdonald, Deputy Mayor  
Councillor Liz Barlow  
Councillor Ron Bezic  
Councillor Christina Curry  
Councillor Tarek Ibrahim  
Councillor Petros Kalligas (arrived at 7:25 pm during the presentation of the first certificate)  
Councillor Ed McDougall  
Councillor Scott Morrissey  
Councillor Michael Nagi  
Councillor Vicki Poulos  
Councillor Dorothy Rapisardi  
Councillor Bill Saravinovski  
Councillor Paul Sedrak  
Councillor Andrew Tsounis

## **Also Present**

Meredith Wallace, General Manager  
Michael Mamo, Director City Performance  
Debra Dawson, Director City Life  
Michael McCabe, Director City Futures  
Colin Clissold, Director City Presentation  
Fausto Sut, Manager Governance & Risk  
Matthew Walker, Manager Finance  
Samantha Urquhart, Manager Property  
Bobbi Mayne, Manager Customer Experience  
Karin Targa, Major Projects Director  
Clare Harley, Manager Strategic Planning  
Joe Cavagnino, Manager Procurement  
Christine Stamper, Communications & Events Lead  
Sudraham Patel, IT Technical Support Officer  
Lauren Thomas, Governance Officer

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The Mayor opened the meeting in the Council Chambers, Rockdale Town Hall, Level 1, 448 Princes Highway, Rockdale at 7:15 pm.

The Mayor informed the meeting, including members of the public, that the meeting is being video recorded and live streamed to the community via Council's Facebook page, in accordance with Council's Code of Meeting Practice.

## **1 Acknowledgement of Country**

The Mayor affirmed that Bayside Council respects the traditional custodians of the land, elders past, present and emerging, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

## **2 Opening Prayer**

Pastor Kurt Peters, of St Matthews Church Botany, opened the meeting in prayer.

## **3 Apologies**

An apology was received from Councillor Petros Kalligas for his anticipated late arrival to the meeting.

### **RESOLUTION**

Minute 2019/211

Resolved on the motion of Councillors Ibrahim and Barlow

That the apology from Councillor Petros Kalligas be received.

## **4 Disclosures of Interest**

Councillor Poulos declared a Less-than-Significant, Non-Pecuniary Interest in Item 8.5 on the basis that her husband is an adviser to the Minister for Environment, and stated she would leave the Chamber for consideration and voting on the matter.

Councillor Poulos declared a Less-than-Significant, Non-Pecuniary Interest in Item 8.7 on the basis that she works for the Parliamentary Secretary for Roads and Transport, and stated she would leave the Chamber for consideration and voting on the matter.

Councillor Poulos declared a Less-than-Significant, Non-Pecuniary Interest in Item 10.1 on the basis that she works for the Parliamentary Secretary for Roads and Transport, and stated she would leave the Chamber for consideration and voting on the matter.

Councillor Tsounis declared a Significant Non-Pecuniary Interest in Item 8.12 on the basis that he is a Director of one of the organisations that are receiving a grant, and stated he would leave the Chamber for consideration and voting on the matter.

Councillor Curry declared a Significant Non-Pecuniary Interest in Item 8.12 on the basis that she is involved with one of the community organisations that is receiving a grant, and stated she would leave the Chamber for consideration and voting on the matter.

Councillor Saravinovski declared a Significant Non-Pecuniary Interest in Item 8.2 on the basis that his family owns property within the Rockdale town centre, and stated he would leave the Chamber for consideration and voting on the matter.

Councillor McDougall declared a Significant Non-Pecuniary Interest in Item 8.2 on the basis that he had a prior relationship with one of the Directors of the proponent, and stated he would leave the Chamber for consideration and voting on the matter.

Councillor Nagi declared a Pecuniary Interest in Item 8.20 on the basis that he owns properties within that precinct, and stated he would leave the Chamber for consideration and voting on the matter.

Councillor Ibrahim declared a Less than Significant Non-Pecuniary Interest in Item 8.3 on the basis that he lives in Rockdale, three streets away from the subject site, but stated he would remain in the Chamber for consideration and voting on the matter.

Councillor Nagi declared a Less than Significant Non-Pecuniary Interest in Item 8.14 on the basis that he owns a business with an existing footway trading licence but not in the subject area, and stated he would remain in the Chamber for consideration and voting on the matter.

Councillor Macdonald declared a Less than Significant Non-Pecuniary Interest in Item 8.14 on the basis that he owns a business with an existing footway trading licence but not in the subject area, and stated he would remain in the Chamber for consideration and voting on the matter.

Councillor Barlow declared a Less than Significant Non-Pecuniary Interest in Item 8.14 on the basis that she owns a business with an existing footway trading licence but not in the subject area, and stated she would remain in the Chamber for consideration and voting on the matter.

The Mayor, Councillor Awada declared a Non-Significant Non-Pecuniary Interest in Item BTC19.196 of the Bayside Traffic Committee Minutes held on 6 November 2019, on the basis that he lives nearby but is not affected by it, and stated he would remain in the Chamber for consideration and voting on the matter.

Councillor Ibrahim declared a Non-Significant Non-Pecuniary in Item BTC19.196 of the Bayside Traffic Committee Minutes held on 6 November 2019, on the basis that a family member owns property in that area, but stated he would remain in the Chamber for consideration and voting on the matter.

## 5 Minutes of Previous Meetings

### 5.1 Minutes of the Council Meeting - 9 October 2019

#### RESOLUTION

Minute 2019/212

Resolved on the motion of Councillors Nagi and Tsounis

That the Minutes of the Council meeting held on 9 October 2019 be confirmed as a true record of proceedings.

## Presentations

### **A Certificate of Recognition – Pagewood Botany Football Club - U12 Boys Championship Team**

A presentation of a Certificate of Recognition was made to the Pagewood Botany Football Club - U12 Boys Championship Team in recognition of an outstanding season which saw them finish as the 2019 Minor Premiers and reach the quarter finals in the Champions of Champions Cup.

### **B Certificate of Recognition – Coach Stan Stamatellis of the Pagewood Botany Football Club**

A presentation of a Certificate of Recognition was made to Coach Stan Stamatellis of the Pagewood Botany Football Club, in recognition of his commitment to the youth of Bayside and his dedication to the sport of soccer.

Stan's passion is the development of local youth through a fair and equitable grading process. This year, under his leadership, six Pagewood Botany FC Youth teams represented the Eastern Suburbs at the Champion of Champions.

### **C Certificate of Recognition – 2Connect**

A presentation of a Certificate of Recognition was made to 2Connect on being named as the 'NSW Youth Service of the Year' by Youth Action NSW.

Formerly known as St George Youth Services, 2Connect has provided holistic services to empower youth families and communities for over 28 years.

## **6 Mayoral Minutes**

### **6.1 Mayoral Minute – The Deli Women and Children’s Centre – Celebrating 40 Years of Service to the Community**

A presentation of a framed copy of this Mayoral Minute was made to representatives from the Deli Women and Children’s Centre.

#### **RESOLUTION**

Minute 2019/213

Resolved on the motion of Councillors Curry and Morrissey

That the Mayoral Minute be received and noted and that the Deli Women and Children’s Centre be acknowledged for their 40 year contribution to the local community.

### **6.2 Mayoral Minute - Ramsgate Life Saving Club Celebrates 85 Years of Operation**

A presentation of a framed copy of this Mayoral Minute was made to representatives of the Ramsgate Life Saving Club.

#### **RESOLUTION**

Minute 2019/214

Resolved on the motion of Councillors Tsounis and Poulos

That the Minute be received and noted and congratulations be extended to Ramsgate Life Saving Club on their 85<sup>th</sup> anniversary.

### **6.3 Mayoral Minute - Telephone Interpreting Services for Newly-Arrived Migrants and Refugees - Funding**

#### **RESOLUTION**

Minute 2019/215

Resolved on the motion of the Mayor, Councillor Awada

That Council write to the Prime Minister and the Minister for Immigration seeking support for continued funding of the Telephone Interpreting Service, as a free service for not-for-profit organisations providing assistance to newly arrived migrants and refugees.

## 7 Public Forum

Details associated with the presentations to the Council in relation to items on this agenda can be found in the individual items.

### 8.2 Planning Proposal - Rockdale Town Centre: Interchange Precinct (471-511 Princes Highway; 2-14 Tramway Arcade; and 6 & 14 Geeves Avenue, Rockdale)

Councillor Saravinovski had previously declared a Significant Non-Pecuniary Interest, and left the Chamber for consideration of, and voting on, this item.

Councillor McDougall had previously declared a Significant Non-Pecuniary Interest, and left the Chamber for consideration of, and voting on, this item.

Ms Kate Bartlett, applicant, spoke for the Officer recommendation.

#### RESOLUTION

Minute 2019/216

Resolved on the motion of Councillors Nagi and Ibrahim

That Council acknowledges the recommendations of both the Independent Planning Consultant and the BLPP, and supports the draft Planning Proposal subject to the proponent:

1. Updating the Planning Proposal Report to the satisfaction of the Independent Planning Consultant and Council staff prior to referral of the draft Planning Proposal to the DPIE for a Gateway Determination;
2. Amending the Draft DCP to the satisfaction of the Independent Planning Consultant and Council staff prior to referral of the draft Planning Proposal to the DPIE for a Gateway Determination; and
3. Preparing a Heritage Assessment of buildings at 471-477 Princes Highway and 6-14 Geeves Avenue, Rockdale to the satisfaction of the Independent Planning Consultant and Council staff prior to referral of the draft Planning Proposal to the DPIE for a Gateway Determination.
4. That Council note that a draft letter of offer for a Voluntary Planning Agreement has not been submitted to Council, by the proponent.

Division called by the Mayor, Councillor Awada and Councillor Tsounis

For: Councillors Curry, Morrissey, Sedrak, Ibrahim, Nagi, Rapisardi, Kalligas, Tsounis, Barlow, Bezic, Macdonald, Poulos and Awada

Against: Nil

The motion was declared carried.

**BTC19.193 89-99 Baxter Road, Mascot - Proposed Changes to Parking Restrictions****of Item 9.4 Minutes of the Bayside Traffic Committee Meeting Held on 6 November 2019 (agenda page 732)**

Councillors Saravinovski and McDougall returned to the Council Chamber.

Mr John Nour, affected neighbour, spoke against the Officer Recommendation to address the meeting.

Minute 2019/217

Resolved on the motion of Councillors McDougall and Saravinovski

- 1 That a no-stopping sign be installed at 91-99 Baxter Road, Mascot.
- 2 That the Committee notes that a petition was submitted by the occupants in Baxter Road, Mascot.
- 3 That the matter be referred to Director City Futures for investigation and consideration in the assessment of the pending development application. Based on the photographs presented to the Committee it appears that owners of the premises of 101 Baxter Road, Mascot are operating without Development Consent.
- 4 That the General Manager undertake comprehensive inspections to determine the breaches and enforce conditions of consent as most of the traffic problems to which the petition relates to appear to constitute various breaches of development consent.

## **8 Reports**

### **8.1 Wolli Creek and Bonar Street Precincts Urban Renewal Area Development Contributions Plan 2019**

RESOLUTION

Minute 2019/218

Resolved on the motion of Councillors Tsounis and Nagi

- 1 That Council adopts the Wolli Creek and Bonar Street Precincts Urban Renewal Area Development Contributions Plan 2019.
- 2 That Council gives public notice of the decision to adopt the Plan in a local newspaper within 28 days of the decision being made.

**Item 8.2 was dealt with in Public Forum.**

**8.3 Draft Planning Agreement - 83-85 Railway Street, Rockdale**

Councillor Ibrahim had previously declared a Less than Significant Non-Pecuniary Interest in Item 8.3, and stated he would remain in the Chamber for discussion and voting on the item.

**RESOLUTION**

Minute 2019/219

Resolved on the motion of Councillors Tsounis and Poulos

That Council defer consideration of the VPA to allow time for Council to facilitate a meeting between the interested parties to achieve a better public benefit.

**8.4 Submission to Randwick City Council: Planning Proposal & 7.12 Contributions Plan - Kensington to Kingsford (K2K)****RESOLUTION**

Minute 2019/220

Resolved on the motion of Councillors Morrissey and Curry

- 1 That Council endorse the draft Submission forwarded to Randwick City Council on 4 October 2019.
- 2 That formal correspondence be forwarded to Randwick City Council, confirming endorsement of the draft Submission by Bayside Council.

**8.5 Submission to NSW Department of Planning, Industry & Environment - Secretary's Environmental Assessment Requirements (SEARs): Cogeneration Plant (Residual Waste Fuel) at 1891 Botany Road, Matraville**

Councillor Poulos had previously declared a Significant Non-Pecuniary Interest, and left the Chamber for consideration of, and voting on, this item.

**RESOLUTION**

Minute 2019/221

Resolved on the motion of Councillors Tsounis and Rapisardi

- 1 That Council endorse the attached SEARs submission, and it be forwarded to the NSW Department of Planning, Industry and Environment for consideration.
- 2 That a more detailed submission be prepared and reported to Council, once the Environmental Impact Statement is made publicly available from the NSW Department of Planning, Industry and Environment.



### **8.6 Botany Rail Duplication: Environmental Impact Statement Submission**

Councillor Poulos returned to the Council Chamber.

#### **RESOLUTION**

Minute 2019/222

Resolved on the motion of Councillors Morrissey and Tsounis

1. That Council note that the economic importance of the Botany Rail Duplication.
2. That Council endorses the attached submission in relation to the Botany Rail Duplication for consideration by the DPIE.
3. That Council endorses the request for delegation be provided to the General Manager to sign Council's submissions on the Environmental Impact Statement for the Botany Rail Duplication submission.

### **8.7 M6 Compensatory Works Stage 1 - Review of Environmental Factors**

Councillor Poulos had previously declared a Significant Non-Pecuniary Interest, and left the Chamber for consideration of, and voting on, this item.

#### **RESOLUTION**

Minute 2019/223

Resolved on the motion of Councillors Nagi and Tsounis

That Council supports Roads and Maritime placing the Review of Environmental Factors for M6 Stage 1 recreational facilities on public display for 21 days for community comment.

### **8.8 Arncliffe Youth Centre**

Councillor Poulos returned to the Council Chamber.

#### **RESOLUTION**

Minute 2019/224

Resolved on the motion of Councillors Nagi and Tsounis

- 1 That the report be received and noted.
- 2 That an additional \$167,000 be included in the 2019/2020 City Projects Program for the Arncliffe Youth Centre from the Arncliffe Youth Centre reserve to pay for the recommended changes, subject to a nil or satisfactory response being received from the Councillors by Monday 18 November 2019, following distribution of the additional information.

### **8.9 New Child Care Centre Classification - Lot 4 in DP1240546 - 1 Midjuburi Lane, Kogarah**

#### **RESOLUTION**

Minute 2019/225

Resolved on the motion of Councillors Poulos and McDougall

- 1 That in accordance with Section 34 of the Local Government Act 1993, Council undertakes public notification of its intention to classify Lot 4 in DP1240546 as Operational in accordance with Section 32 (2) of the same Act.
- 2 That a further report is submitted to Council post the completion of the public notification period.

### **8.10 Closure of General Holmes Drive Level Crossing, Mascot**

#### **RESOLUTION**

Minute 2019/226

Resolved on the motion of Councillors Nagi and Morrissey

That the proposed closure of the road-rail level crossing at General Holmes Drive between its intersections with Joyce Drive and Botany Road, Mascot, by the rail infrastructure owner, be noted.

### **8.11 Fire Report - 288 The Grand Parade Sans Souci**

#### **RESOLUTION**

Minute 2019/227

Resolved on the motion of Councillors Morrissey and Macdonald

- 1 That the Report Reference number BFS 18/3714 dated 13 August 2019, forwarded on behalf of the Commissioner of Fire and Rescue NSW, be tabled at Council's meeting as required by Part 9.3 Sch.5 Part 8 (17), of the Environmental Planning and Assessment Act 1979.
- 2 That Council continue with compliance action, including but not limited to the issue of Demolition and/or Fire Safety Orders, requiring actions to be taken to bring the gymnasium structure at 288 The Grand Parade, Sans Souci into compliance with fire, building and planning requirements, in conjunction with the building owner, the business operator and their fire, building & planning consultants.
- 3 That Council notify Fire & Rescue NSW of Council's actions in relation to this.

### **8.12 Bayside Council Community Grants Program 2019-2020**

Councillor Curry had previously declared a Significant Non-Pecuniary Interest, and left the Chamber for consideration of, and voting on, this item.

Councillor Tsounis had previously declared a Significant Non-Pecuniary Interest, and left the Chamber for consideration of, and voting on, this item.

#### **RESOLUTION**

Minute 2019/228

Resolved on the motion of Councillors Saravinovski and McDougall

That Council endorses the recommendations of the Assessment Panel and approves the recommended Small and Seeding Grants to the value of \$53,988.00.

### **8.13 LG NSW Research & Innovation Fund Shortlisted Projects 2019/2020**

Councillors Curry and Tsounis returned to the Council Chamber.

#### **RESOLUTION**

Minute 2019/229

Resolved on the motion of Councillors Tsounis and Barlow

That as the Council with the lowest level of tree canopy in the Sydney metropolitan area, Bayside endorses Project 3 “Developing a Maximum Benefit Framework for Urban Greening” and seeks to collaborate on this project through sharing information; participating in discussions and research and providing in-kind support.

### **8.14 Harmonisation of Footway Trading Policy**

Councillor Nagi declared a Less than Significant Non-Pecuniary Interest in Item 8.14 on the basis that he owns a business with an existing footway trading licence but not in the subject area, and stated he would remain in the Chamber for discussion and voting on the item.

Councillor Macdonald declared a Less than Significant Non-Pecuniary Interest in Item 8.14 on the basis that he owns a business with an existing footway trading licence but not in the subject area, and stated he would remain in the Chamber for discussion and voting on the item.

Councillor Barlow declared a Less than Significant Non-Pecuniary Interest in Item 8.14 on the basis that she owns a business with an existing footway trading licence but not in the subject area, and stated she would remain in the Chamber for discussion and voting on the item.

**RESOLUTION**

Minute 2019/230

Resolved on the motion of Councillors Tsounis and Nagi

- 1 That Council endorses the Footway Trading Policy for the purpose of public exhibition and community consultation as outlined in the body of the report.
- 2 That a free trial period up to 31 December 2020 be offered to local businesses who currently do not have a footway trading licence, effective from the date of the adoption of the draft Policy.
- 3 That a valuation of the rates for the footway trading areas covered in the draft Policy be conducted and once completed, a report be presented to Council on the findings.

**8.15 Engagement and Communications Strategy****RESOLUTION**

Minute 2019/231

Resolved on the motion of Councillors Nagi and Rapisardi

That Council adopt the draft Engagement and Communications Strategy 2019 which includes the provision of the Community Participation Plan.

**8.16 Complaints Management Policy****RESOLUTION**

Minute 2019/232

Resolved on the motion of Councillors Nagi and Rapisardi

That the attached Complaints Management Policy be adopted.

**8.17 Draft 2018-19 General Purpose Financial Reports and Statement by Councillors and Management****RESOLUTION**

Minute 2019/233

Resolved on the motion of Councillors Saravinovski and Tsounis

- 1 That the Mayor, Councillor Macdonald, General Manager and Responsible Accounting Officer sign the Statement by Councillors and Management for the General Purpose Financial Reports as amended.

- 2 Council send a letter of thanks to the Local Member for Rockdale for his support.

### **8.18 September 2019 Quarterly Budget Review**

#### RESOLUTION

Minute 2019/234

Resolved on the motion of Councillors Barlow and Tsounis

- 1 That the Quarterly Budget Review Statement by the Manager Finance for the quarter ended 30 September 2019 be received and noted.
- 2 That in accordance with Clauses 203 and 211 of the Local Government (General) Regulations 2005, the proposed revotes and variations to the adopted revised budget detailed in the attachment to this report are adopted by Council and the changes to income and expenditure items be voted.

### **8.19 Statutory Financial Report - September 2019**

#### RESOLUTION

Minute 2019/235

Resolved on the motion of Councillors Rapisardi and Morrissey

That the Statutory Financial Report by the Responsible Accounting Officer be received and noted.

### **8.20 Tender - Detailed Design and Documentation for Public Domain Improvement at Arncliffe Town Centre**

Councillor Nagi had previously declared a Pecuniary Interest, and left the Chamber for consideration of, and voting on, this item.

#### RESOLUTION

Minute 2019/236

Resolved on the motion of Councillors Rapisardi and Ibrahim

- 1 That the attachment/s to this report be withheld from the press and public as they are confidential for the following reason:

With reference to Section 10(A) (2) (d)(i) of the Local Government Act 1993, the attachment relates to commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.

- 2 That in accordance with Regulation 178 (1)(a) of the Local Government (General) Regulations 2005, Council accepts the tender from Mode Design Corp Pty Ltd for Contract F19/1029 being for the detailed design and documentation for Public Domain Improvements at Firth Street in Arncliffe Town Centre for the amount of \$161,260.00 exclusive of GST.

### **8.21 Tender - SSROC Soil and Turf**

Councillor Nagi returned to the Council Chamber.

#### **RESOLUTION**

Minute 2019/237

Resolved on the motion of Councillors Tsounis and Macdonald

- 1 That the attachment/s to this report be withheld from the press and public as they are confidential for the following reason:  
  
With reference to Section 10(A) (2) (d)(i) of the Local Government Act 1993, the attachment relates to commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
- 2 That Council approves a panel arrangement of seven (7) contractors for Turf Renovation Services (Category 2).
- 3 That due to a lack of competitive tenders, Council declines and negotiates all offers for Supply and Delivery/Spread of landscaping soils. Garden mixes, potting mixes, and soil blends (Category 1).
- 4 That due to a lack of competitive tenders, Council declines and negotiates all offers for Supply only and/or Supply and Laying of Turf grass varieties (Category 3).
- 5 A further report be submitted to Council following the negotiation process for Category 1 and Category 3 Services.

### **8.22 Ward Boundary Review**

#### **RESOLUTION**

Minute 2019/238

Resolved on the motion of Councillors Saravinovski and McDougall

That Council adopts the ward boundary changes as public exhibited and notifies the relevant authorities as required by the Local Government Act 1993.

## **8.23 Committee Appointments - Internal & Other**

### **RESOLUTION**

Minute 2019/239

Resolved on the motion of Councillors Macdonald and Tsounis

- 1 That the terms of reference of the Sport & Recreation Committee be amended to increase the number of Councillors as members of the Committee to seven Councillors and noting that the quorum is to remain the same.
- 2 That the following Councillors be nominated as representatives and alternates respectively of the following statutory, Council and significant external committees:

#### **Sport & Recreation Committee**

Representatives: Councillors Macdonald (Chair), Tsounis, Rapisardi, Poulos, Curry, Nagi and Morrissey.

#### **Lydham Hall Management Committee**

Representative: Councillor Barlow

#### **Rockdale Community Nursery Committee**

Representatives: Councillor Barlow, Alternate - Councillor Rapisardi

#### **Australia Day Botany Bay Regatta Committee**

Representative: Councillor Bezic

#### **Cooks River Alliance Board**

Representative: Councillor Tsounis

#### **Georges River Combined Council Committee**

Representatives: Councillors Tsounis and Councillor Poulos

#### **NSW Metropolitan Public Libraries Association**

Representatives: Councillor Macdonald and Alternate – the Mayor, Councillor Awada

#### **Sydney Coastal Councils Group Board**

Representatives: Councillors Rapisardi, Alternate – Councillor Tsounis

**8.24 Draft 2018/2019 Annual Report**

## RESOLUTION

Minute 2019/240

Resolved on the motion of Councillors Barlow and Tsounis

That the report be received and noted.

**8.25 Disclosure of Interest Returns**

## RESOLUTION

Minute 2019/241

Resolved on the motion of Councillors Barlow and McDougall

That the information be received and noted.

**8.26 Response to Question with Notice - Proposed Cruise Ship Terminal in Botany Bay and request for funding support from Randwick Council**

## RESOLUTION

Minute 2019/242

Resolved on the motion of Councillors Curry and Morrissey

1. That Council writes to the Hon. Michael McCormack MP, Deputy Prime Minister, Minister for Infrastructure, Transport and Regional Development; the Hon. Gladys Berejiklian, NSW Premier and the Hon. Stuart Ayres MP, Minister for Jobs, Investment, Tourism and Western Sydney - formally rejecting the NSW Government's proposal for a cruise ship terminal in Botany Bay.
2. That Council calls for the immediate release of all related documents on the proposed cruise ship terminal to enable impacted communities to be fully informed.
3. That Council allocates \$20k towards a public campaign to articulate our community's strong view of "No Cruise Ships in Botany Bay".
4. That Council seeks to engage our neighbouring Councils bordering Botany Bay, including the Mayors, Councillors and Sutherland Shire Council, to actively participate in the "No Cruise Ships in Botany Bay" campaign within their own communities.
5. That Council advises Randwick Council that as Bayside is currently contributing over \$200k towards a study to design a solution for the erosion and negative consequences of development in Botany Bay it will not be contributing funding towards their project but is open to pooling knowledge and sharing the findings of the research to date.



**8.27 Response to Question - Margate Street Local Area Traffic Management Study**

## RESOLUTION

Minute 2019/243

Resolved on the motion of Councillors Tsounis and Ibrahim

That the response be received.

**8.28 Sport and Recreation Committee Minutes 28 October 2019 - Supplementary Information Regarding the Proposed Additional Off-Leash Dog Exercise area Sir Joseph Banks Park**

## MOTION

Moved by Councillors Curry and Morrissey

- 1 That Council note that the current Plan of Management for Sir Joseph Banks Park does not permit unfenced dog off-leash areas and that a number of environmental issues would need to be addressed if a new Plan of Management was to be developed.
- 2 That Council nominate Mutch Park for a trial timed dog off-leash park for a period of 12 months and undertake appropriate discussions with the land owner, Sydney Water.
- 3 That Council also nominate Botany Golf Course to be included in the trial during the times that the golf course is closed.

Division called by Councillors Tsounis and Macdonald

For: Councillors Curry, Morrissey, Sedrak, McDougall and Awada

Against: Councillors Ibrahim, Nagi, Rapisardi, Kalligas, Saravinovski, Tsounis, Bezic, Macdonald and Poulos

Abstained: Councillor Barlow

The motion was declared lost.

## FORESHADOWED MOTION

Moved by Councillors Macdonald and Nagi

That this matter be deferred to the next meeting of the Sport and Recreation Committee for further consideration.

The Foreshadowed Motion became the Motion.

**RESOLUTION**

Minute 2019/244

Resolved on the motion of Councillors Macdonald and Nagi

That this matter be deferred to the next meeting of the Sport and Recreation Committee for further consideration.

**9 Minutes of Committees****9.1 Minutes of the Sport & Recreation Committee Meeting - 28 October 2019****RESOLUTION**

Minute 2019/245

Resolved on the motion of Councillors Macdonald and Tsounis

- 1 That the Minutes of the Sport & Recreation Committee meeting held on 28 October 2019 be received and the recommendations therein be adopted with the exception of Item 6.1 which is the subject of a separate supplementary report and the exception of Item 5.5.
- 2 That Item 5.5 be deferred to the next meeting of the Sport and Recreation Committee and that the operator be asked to provide an offer for Council to consider.

*Note: The resolution for Item 6.1 was "That this matter be deferred to the next meeting of the Sport and Recreation Committee for further consideration." See previous item on the Council agenda - Minute 2019/244.*

**9.2 Minutes of the Bayside Floodplain Risk Management Committee Meeting - 23 October 2019****RESOLUTION**

Minute 2019/246

Resolved on the motion of Councillors Barlow and Tsounis

That the Minutes of the Bayside Floodplain Risk Management Committee meeting held on 23 October 2019 be received and the recommendations therein be adopted.

### **9.3 Minutes of the Extraordinary Risk & Audit Committee Meeting - 24 October 2019**

#### **RESOLUTION**

Minute 2019/247

Resolved on the motion of Councillors Barlow and Bezic

That the Minutes of the Extraordinary Risk & Audit Committee meeting held on 24 October 2019 be received and the recommendations therein be adopted.

### **9.4 Minutes of the Bayside Traffic Committee Meeting - 6 November 2019**

The Mayor, Councillor Awada declared a Non-Significant Non-Pecuniary Interest in Item BTC19.196 on the basis that he lives nearby but is not affected by it, and stated he would remain in the Chamber for consideration and voting on the matter.

Councillor Ibrahim declared a Non-Significant Non-Pecuniary in Item BTC19.203 on the basis that a family member owns property in that area, but stated he would remain in the Chamber for consideration and voting on the matter.

#### **RESOLUTION**

Minute 2019/248

Resolved on the motion of Councillors Nagi and Rapisardi

That the Minutes of the Bayside Traffic Committee meeting held on 6 November 2019 be received and the recommendations therein be adopted with the exception of Items BTC19.193, BTC19.203 and BTC19.203.

*Note:*

*Item BTC19.193 as previously decided in Public Forum - refer to Minute 2019/217.*

*Item BTC19.203 - refer to Minute 2019/249.*

*Item BTC19.196 – refer to Minute 2019/250.*

**BTC19.203 The Boulevarde, Brighton Le Sands - Proposed Change to Direction of Parking for 90 Degree Angle Parking Spaces Between Crighton Lane and The Grand Parade**

**Of Item 9.4 Minutes of the Bayside Traffic Committee Meeting - 6 November 2019**

RESOLUTION

Minute 2019/249

Resolved on the motion of Councillors Barlow and McDougall

1. That approval be given for the removal of the 'Front to Kerb' parking direction for 90 degree angle parking spaces along the southern side of The Boulevarde, Brighton Le Sands between Crighton Lane and The Grand Parade.
2. That the existing 'Front to Kerb' parking direction for 90 degree angle parking spaces along the northern side of The Boulevarde, Brighton Le Sands outside the open cafe between Crighton Lane and The Grand Parade remain as existing.

**BTC19.196 Bruce Street Near Moate Avenue, Brighton Le Sands - Proposed Extension of a 'No Stopping' Restriction**

**Of Item 9.4 Minutes of the Bayside Traffic Committee Meeting - 6 November 2019**

RESOLUTION

Minute 2019/250

Resolved on the motion of Councillors Ibrahim and Rapisardi

This matter be deferred to reconsider what the minimum distance should be for the extension of the 'No Stopping' restriction zone in Bruce Street.

## **10 Notices of Motion**

### **10.1 Notice of Motion - Privatisation of Sydney Buses Regions**

Councillor Poulos had previously declared a Significant Non-Pecuniary Interest, and left the Chamber for consideration of, and voting on, this item.

RESOLUTION

Minute 2019/251

Resolved on the motion of Councillors Saravinovski and Curry

That Council write to the Premier, the Hon. Gladys Berejiklian, and the Minister for Transport, the Hon. Andrew Constance, expressing outrage at the State Government's decision to privatise the last three bus regions – 7, 8 and 9, covering Parramatta, Ryde, Epping, the North Shore, Northern Beaches and the Eastern Suburbs and the City.

## **11 Questions With Notice**

### **11.1 Question With Notice - Location of the Chinese New Year Event**

Councillor Curry asked: What is the status of securing the location for the Chinese Lunar New Year event?

Councillor Tsounis asked: If the Chinese Lunar New Year event is to be relocated to Mascot, will Bourke Street be requested to become available and closed for the event?

### **11.2 Fire and Rescue NSW - Long Delay in Advising Council of Non-Compliance**

Councillor Morrissey asked: In respect of Item 8.11, why did it take eight months for the Commissioner of Fire and Rescue NSW to notify Council of the non-compliance?

The Mayor closed the meeting at 10:32 pm.

Councillor Joe Awada  
**Mayor**

Meredith Wallace  
**General Manager**

## **Attachments**

Nil

## **Council Meeting**

**11/12/2019**

Item No                    6.1  
Subject                    **Mayoral Minute - Response to the Bushfire Crisis in NSW**  
File                        F08/663

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## **Motion**

That Council donates \$5000K on behalf of our community to each of the following organisations' appeals:

- Australian Red Cross Disaster Recovery and Relief
  - Salvation Army Disaster Appeal
  - St Vincent de Paul Society Bushfire Appeal (NSW)
- 

## **Mayoral Minute**

Like many, I have been following the news about the bushfire crisis and the response by the Rural Fire Service, the lead agency fighting these fires in NSW. The devastation is profound with confirmed loss of lives; homes; livelihoods; businesses; livestock and wildlife; forests and other material and environmental assets.

While New South Wales and parts of Queensland burn, we watch and wonder how can we provide assistance and relief to those most impacted. I truly empathise with our counterparts in these ravaged communities and pray for their resilience at this time.

I am advised that the burnt area statewide now covers more than 1,650,000 hectares — more than during the past three bushfire seasons combined. Recovery is a long road for those affected and impacted by these fires.

Thank you to those people who work on bushfire preparedness and also to those volunteers who respond when an emergency event occurs. On behalf of Council, I acknowledge your hard work in this time of great need.

I am proud of our Council and community in our capacity to offer assistance to those affected areas and impacted citizens. There are a number of funds which have been established to provide support. These include:

- Australian Red Cross Disaster Recovery and Relief
- Salvation Army Disaster Appeal
- St Vincent de Paul Society Bushfire Appeal (NSW)

I move that Council donate \$5000K to each of the above organisations' appeals on behalf of our community.

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## **Attachments**

Nil

## **Council Meeting**

**11/12/2019**

Item No	6.2
Subject	<b>Mayoral Minute - Drought Assistance</b>
File	SF17/2447

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## **Motion**

That Council commits to donate \$10,000 to the NSW Farmers Association's Drought Relief Fund.

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## **Mayoral Minute**

At a recent meeting of the Southern Sydney Regional Organisation of Councils, my fellow Mayors and I discussed the devastating drought in our regional and rural NSW.

The drought continues to deepen in regional and rural NSW. 12 months ago, it was hitting the headlines with gusto and the situation has not improved, with many areas of the State suffering through a failed winter season.

You may recall in August 2018, Council supported The Big Dry Drought Appeal with a donation of \$5,000. This donation was added with others to provide some relief to NSW rural communities. However the images of dust-blown and brown paddocks, emaciated livestock and the severe bush fires that continue to ravage parts of the State are the visible manifestations of this deepening crisis.

But it is the less visible, less obvious effects whose impacts will be long lasting on our country cousins. Depression, anxiety, suicide, family breakdowns, closures of businesses and worsening economic conditions are all very real, critical and debilitating impacts of the drought, which by and large go unnoticed or unseen. They threaten, however, the very fabric that knits these communities and these regions together. It is these communities that provide much of the food and fibre that Australia relies upon, either to feed and clothe ourselves, or to shore up our economy through exports.

At our most basic level of survival, we rely on these communities; it is the product of their blood, sweat and tears that creates the foundation upon which our society is built. Without this, the rest of society would fracture, crumble and collapse. From our positions in Sydney, it is difficult to conceive the enormity of the scale of the crisis gripping the country; equally, it is difficult to know how we can be of assistance, or whether anything we do will actually have an impact. But what I am confident in is that our collective effort will have greater impact than the sum of our parts.

It is my hope that as well as the financial assistance, such an initiative will carry with it a message that they are not in this fight alone, that they know we're here and we're supporting them in their time of need.

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## **Attachments**

Nil

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**Council Meeting**

**11/12/2019**

Item No                6.3  
Subject                **Mayoral Minute - Plan to Save Our Recycling**  
File                     F14/78

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**Motion**

- 1     That Council acknowledges the growing imperative to manage waste and recycling within NSW, and calls for urgent action from the State Government to help build a circular economy in NSW.
  - 2     That Council endorses Local Government NSW's sector-wide *Save our Recycling* campaign, and asks the State Government to reinvest the Waste Levy in:
    - a     Funding councils to collaboratively develop regional-scale plans for the future of waste and recycling in their regions.
    - b     Supporting the State-led development of priority infrastructure and other local government projects needed to deliver regional-scale plans, particularly where a market failure has been identified.
    - c     Support for the purchase of recycled content by all levels of government, as exemplified by the MoU detailed in Recommendation 3, to help create new end markets for materials.
    - d     Funding and delivery of a State-wide education campaign on the importance of recycling, including the right way to recycle, the purchase of products with recycled content, and the importance of waste avoidance.
  - 3     That Council recognises initiatives and projects taken within the Bayside Council local government area to help achieve this goal, including:
    - a     Joining a regional Memorandum of Understanding (MoU) to prioritise recycled materials in procurement, which has had unanimous support from all 11 Southern Sydney Regional Organisation of Councils (SSROC) member councils and the NSW Minister for Environment and Energy, the Hon Matthew Kean MP.
    - b     Jointly advising on and undertaking a major project through SSROC on metropolitan Sydney Waste Data and Infrastructure Planning to identify necessary waste data and projected material flows to make informed policy and infrastructure decisions.
    - c     Bayside Council leading by example by being recognised as the Winner of the 2019 Keep Australia Beautiful NSW Sustainable Cities Circular Economy Award for developing a Community Recycling Innovation Hub for the dropping off of recycling materials, and utilising recycled content within the asphalt and carriage way that leads to this innovative Community Recycling Hub.
  - 4     That Council is taking all actions that it can, but urgently calls on the State Government to take further action and that Council write to the local State Members, the Minister for Energy and Environment the Hon Matthew Kean MP; Local Government Minister
-



Shelley Hancock; NSW Treasurer the Hon Dominic Perrottet MP; Premier the Hon Gladys Berejiklian MP; Opposition Leader Jodi McKay MP; Shadow Minister for Environment and Heritage Kate Washington MP; and Shadow Minister for Local Government Greg Warren MP to:

- a Confirm our support for recycling and outline the urgent need to educate, innovate and invest in local waste and recycling services via the Waste Levy.
  - b Fund the work that Council is doing with SSROC on Sydney Waste Data and Infrastructure Planning.
  - c Fund councils to collaboratively develop regional-scale plans for the future of waste and recycling in their regions.
  - d Lead and fund the development of priority infrastructure and other local government projects needed to deliver regional-scale plans, particularly where a market failure has been identified.
- 5 That Council formally write to its own networks advising its members of its support for the *Save Our Recycling* campaign, and asking them to consider endorsing and sharing it on their own networks across the Bayside Council local government area.
  - 6 That Council advise LGNSW President Linda Scott of the passage of this Mayoral Minute.
  - 7 That Council shares and promotes the *Save Our Recycling* campaign via its digital and social media channels and via its networks.
- 

## Mayoral Minute

I am calling on Councillors to support the local government sector's **Save Our Recycling campaign** as outlined in the Local Government NSW report *At the Crossroads: The State of Waste and Recycling in NSW*.

The NSW Government collects revenue from a Waste Levy via licensed waste facilities in NSW to discourage the amount of waste being landfilled and to promote recycling and resource recovery. According to the latest NSW Budget papers, this totalled \$772 million in 2018/19.

Revenue from the Waste Levy is expected to increase by about 70 percent from 2012/13 to 2022/23. By the end of this period the Waste Levy revenue is forecast to have increased to more than \$800 million a year: \$100 for every woman, man and child in NSW. Yet, only a small portion – less than one fifth – of this revenue is invested back into waste and recycling programs

The NSW Government promised a major education campaign to help support kerbside recycling in 2015. However, this has not been delivered. A Waste Infrastructure Plan and a new Waste Strategy are also overdue.

The Government is also likely to miss key targets in its existing *Waste Avoidance and Resource Recovery Strategy 2014-21*. Its latest *2017/18 Progress Report* shows that in NSW:

- household recycling rates are decreasing
- less waste per person is being diverted from landfill
- the amount of waste being generated is expected to grow by 36 percent by 2036 – well above population growth.

Recent decisions by China and other countries to put in place measures to stop the importation of plastic and paper recycling from countries like Australia are also making it more challenging to find markets for recycled products.

Local councils in NSW are calling on the NSW Government to reverse this downward slide: to invest the money it collects from the Waste Levy to help fix our state's ailing waste and recycling, and help build a circular economy in NSW.

Local Governments are taking action but we can't do it alone, or without funding. As a result, Council is working with SSROC, including:

- signing a regional Memorandum of Understanding (MoU) to prioritise recycled materials in procurement, which has had unanimous support from all 11 Southern Sydney Regional Organisation of Councils (SSROC) member councils and the NSW Minister for Environment and Energy, the Hon Matthew Kean MP;
- undertaking a major project on metropolitan Sydney Waste Data and Infrastructure Planning to identify necessary waste data and projected material flows to make informed policy and infrastructure decisions.

In 2018, delegates at the LGNSW 2018 Conference unanimously voted to call on the NSW Government to reinvest the Waste Levy in recycling and waste infrastructure and programs. Save our Recycling campaign is a blueprint for the NSW Government to invest the money it collects from the Waste Levy to help fix our ailing recycling services and build a circular economy in NSW, including:

- **Education:** Fund a large-scale, state-wide education campaign to support recycling and markets for recycled products in NSW. The NSW Government must fund and work with councils to activate this campaign; community by community.
- **Innovation:** Greater use of more recycled content by all tiers of government to help create scale, and then new markets, jobs and investment will follow.
- **Investment:** Reinvest the Waste Levy in council-led regional waste-and-recycling plans and fund councils to deliver the infrastructure and services our cities and regions need.

The 2019 Conference further supported this approach, outlining specific solutions to the waste and recycling crisis which could be delivered in partnership with local government. Council is taking all actions that it can, but urgently needs State Government to take further action.

I am recommending that we support the Save Our Recycling campaign, which is being coordinated on behalf of the sector by LGNSW.

## **Attachments**

Nil

## Council Meeting

11/12/2019

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Item No	8.1
Subject	<b>Bayside Council Local Strategic Planning Statement</b>
Report by	Michael McCabe, Director City Futures
File	SF19/6837

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## Summary

In response to significant amendments to the *Environmental Planning and Assessment Act 1979* (EP&A Act), the release of the *Greater Sydney Region Plan* and the *Eastern City District Plan*, Bayside Council is required to review its Local Environmental Plans (LEPs) and associated Development Control Plans (DCPs) to form a single Bayside LEP and DCP. In addition, Council were required to prepare and exhibit the Local Strategic Planning Statement (LSPS) by 1 October 2019. This statement sets out the 20-year vision for land-use in the Local Government Area (LGA).

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## Officer Recommendation

- 1 That Council endorses the attached final draft Bayside Local Strategic Planning Statement.
  - 2 That Council notes the process for the finalisation of the Bayside Local Strategic Planning Statement.
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## Background

In early 2016 the Greater Sydney Commission (GSC) was established to co-ordinate and align planning for Greater Sydney. On 9 September 2016, the proclamation of the new Bayside Local Government Area (LGA), amalgamating the former Rockdale and Botany Bay LGAs was declared by the New South Wales Government – Department of Premier and Cabinet under the *Local Government Act 1993*. One of the identified milestones for amalgamated Councils was the preparation of a consolidated Local Environmental Plan. The Bayside local government area has three Local Environmental Plan's (LEP) in effect:

- Botany Bay Local Environmental Plan 2013
- Rockdale Local Environmental Plan 2011
- Botany Local Environmental Plan 1995

Both the Botany Bay Local Environmental Plan 2013 (BBLEP 2013) and Rockdale Local Environmental Plan 2011 (RLEP 2011) were prepared in accordance with the *Standard Instrument (Local Environmental Plans) Order 2006* and provide the provisions for the majority of the lands that constitute eastern and western parts of the Bayside LGA respectively. The Botany LEP 1995 only applies to land deferred from BBLEP 2013, referred to as deferred matters.

In 2017 the GSC released the Eastern City District Plan which applies to the Bayside local government area. The GSC has oversight of the implementation of the District Plan by councils through a process that will lead to updates of Local Environmental Plans. At present the focus is on local strategic planning that addresses district plans as well as council Local Strategic Planning Statements.

The implementation process has three key parts:

- **Local strategic planning statements (LSPSs):** Councils are developing LSPSs to set the 20-year vision for their local government area, including identifying the special character and values to be preserved and how change will be managed. The LSPS explains how council is implementing the planning priorities and actions in the relevant district plan in conjunction with their Community Strategic Plan.
- **Local housing strategies:** District plans require councils to prepare local housing strategies to address housing needs. This work informs 6–10 year housing targets for each local government area.
- **Updates to local environmental plans (LEPs):** LEPs provide the rules that guide local development and contain controls such as land use zoning and height. All Councils are required to update their LEPs to reflect the district plan and deliver the vision set out in their LSPSs.

A new assurance process led by the Commission has meant State agencies are working more closely with councils to progress implementation. Assurance milestones have included:

- **LEP reviews:** commenced in October 2018 when councils reported to the Commission on reviews to their LEPs against local circumstances and district plan priorities and actions. These reviews established the groundwork for the draft LSPSs.
- **LSPS health checks:** in March-April 2019, councils were hosted by their district commissioner to gauge progress of their draft LSPSs.

In early 2018 the *Environmental Planning and Assessment Act 1979* was amended to introduce a new planning framework which places an increased emphasis on strategic planning. The amended Act includes a requirement (s.3.9) for Councils to prepare a 'Local Strategic Planning Statement' which must include or identify:

- the basis for strategic planning in the area, having regard to economic, social and environmental matters,
- the planning priorities for the area that are inconsistent with any strategic plan applying to the area and any applicable community strategic plan
- the actions for achieving those planning priorities, and
- the basis on which Council is to monitor and report on the implementation of those actions

The Act was also amended to introduce a requirement that all Planning Proposals include justification for the objectives, outcomes and provisions including:

- s.3.33 (2)(c) 'whether the proposed instrument will give effect to the local strategic planning statement of the Council of the area'

In September 2018, Bayside Council received a \$2.5 million grant under the State Government's Local Environmental Plan Accelerated Program. The funding has been used to undertake detailed analysis of the various constraints and opportunities that impact future development. These constraints include the Hazardous Transport Route, high pressure gas line buffer and the M6 motorway. The NSW Government grant identifies Bayside as a 'priority' Council and requires Council to submit a Draft Planning Proposal for the Bayside Local Environmental Plan to the Department of Planning, Industry and Environment (DPIE) for Gateway Determination by 31 December 2019.

In October 2018, Council submitted the Bayside Local Environmental Plan (LEP) Review (Health Check) to the Department of Planning to satisfy legislative requirements pursuant to Section 3.8(4) of the *Environmental Planning & Assessment Act 1979*. The Review provided an assessment of Councils' LEPs against the planning priorities and actions outlined in the Eastern City District Plan and was integral to the preparation of the draft Local Strategic Planning Statement as well as the draft LEP.

Upon receiving confirmation of grant funding Council commissioned background studies and strategies to inform Council strategic planning including the development of Bayside's LSPS. These strategies are due to be completed by early 2020 and will be placed on exhibition in March-April 2020 and include:

1. Aboriginal Heritage
2. Non Aboriginal Heritage
3. Centres and Employment Lands Strategy
4. Review of Environmental Planning Control
5. Flooding and Stormwater Study
6. Land Use Limitations Study
7. Local Housing Strategy
8. Social Infrastructure Strategy
9. Transport Strategy.

During 2018 and 2019 Council has also been progressing detailed review, analysis and master planning to inform potential strategic changes to the Local Environmental Plan. Given the strict deadlines imposed on Bayside Council by the NSW Department of Planning, Infrastructure and Environment Council has not been able to incorporate strategic changes, as it had previously anticipated. Areas and issues subject to further investigation and potential future change to the Bayside Local Strategic Planning Statement and Bayside Local Environmental Plan include:

- Arncliffe West (part of the Bayside West Priority Precinct)
- Brighton Le Sands Masterplan Stage 1
- Housing Strategy implementation
  - Minimum lot size (Residential and Industrial zones)
  - Dual occupancy
  - Low rise medium density housing
- Rockdale town Centre Masterplan review
- Heritage Conservation Areas
- Aboriginal Heritage
- Environmental mapping
- Height of Building and Floor Space Ratio mapping categories
- Centres and Employment Lands Strategy implementation
  - Land Use Tables
  - Floor Space ratio

- Height of Buildings
- Land Acquisition Reservations
- Land Use Limitations and Risks

It is anticipated that Council will progress amendments to planning controls in relation to some of those areas and issues, commencing in 2020.

Council endorsed public exhibition of the draft Bayside Local Strategic Planning Statement in August 2019. The Discussion papers prepared to inform the strategies and the LSPS were available during the public exhibition of the Bayside Local Strategic Planning Statement between 19 August and 1 October 2019. The exhibition of the LSPS was also advertised in the local newspapers and notifications about the exhibition provided on Council's E-Newsletter. A total of 134 written submissions/responses were received during the exhibition period including responses received via the *Have Your Say* web site. Submissions were received from the following Government Agencies:

- Sydney Water
- NSW Education School Infrastructure
- Create NSW
- NSW Environment Protection Authority
- Sydney Airport
- NSW South Eastern Sydney Local Health District
- Cancer Institute NSW
- NSW DPIE Land and Housing Corporation
- NSW Ports
- NSW Office of Sport
- Transport for NSW.

Subsequent to the exhibition period and review of all submissions, some planning priorities have been amended and actions for the LGA as appropriate. The revised post exhibition version of the Bayside LSPS contains 24 planning priorities and 147 actions and can be viewed at **Attachment 1**. The Summary Table of Amendments at **Attachment 2** identifies the key changes made to the exhibited LSPS.

The issues raised in the submissions and the response to submissions are included in the following tables:

- Government Agency Submissions – **Attachment 3**
- Organisation and Individual Submissions – **Attachment 4**
- Have Your Say Responses – **Attachment 5**

Finalisation of the LSPS includes an assurance process provided by the Greater Sydney Commission including the following milestones:

- Preliminary review by Assurance Panel – 22 October 2019 (completed)
- Draft final LSPS technical health check – 25 November 2019 (completed)

- Council endorsement of the Bayside Local Strategic Planning Statement – December 2019
- Final LSPS for consideration by the Assurance Panel – 28 January 2020
- Council adoption of Bayside Local Strategic Planning Statement – March 2020

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## Community Engagement

The community engagement approach for the Draft LSPS exhibition period differs slightly from the Community Engagement Plan endorsed by Council on 12 September 2018. General community workshops have been replaced with more focused workshops with hard to reach groups. These sessions and information stations distributed across the LGA were held to more effectively reach a wider range of community members throughout the duration of the project. The following actions have been completed during the preparation and public exhibition of the LSPS.

### To inform Draft LSPS

Key Stakeholder interviews	October – November 2018 and targeted for strategies	Complete
Statistically representative survey	December 2018	Complete
Have Your Say survey	December 2018 – January 2019	Complete
Community workshops	28 and 30 March 2019	Complete
Have Your Say feedback	March – April 2019	Complete

### Draft LSPS exhibition

Information Stations	August 2019 – September 2019	Complete
Have Your Say	August 2019 – September 2019	Complete
Consultation and workshops with Hard to Reach groups	August 2019 – September 2019	Complete

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**Attachments**

- 1 Bayside Local Strategic Planning Statement - Draft (under separate cover)
- 2 Summary Table of LSPS Amendments [↓](#)
- 3 Governance Agency Submissions - LSPS [↓](#)
- 4 Organisation and Individual Submissions Table [↓](#)
- 5 Have Your Say Responses [↓](#)

### Bayside LSPS Amendments Table

(Note: reference to Actions in Amendment Column of the Table refer to the December 2019 version of the LSPS)

Page No.	Revised Page No.	Reason	Amendment
4	4	Update to reflect post exhibition version and election of new Mayor.	<p>New Mayor's message.</p> <ul style="list-style-type: none"> <li>Remove reference to draft</li> <li>5<sup>th</sup> paragraph replace with <i>The Bayside Local Strategic Planning Statement's Planning Priorities and Actions provide a road map for the future land use planning of Bayside to 2036.</i></li> <li>Remove last 2 sentences/paragraphs.</li> </ul>
7	7	<p>Minor amendments to reflect this is a post exhibition version.</p> <p>Statement also provided that a review of the LSPS will commence in 2020 with the commencement of a new term of Council. This review will incorporate the evidence base from the strategies currently in preparation.</p> <p>Responds to Greater Sydney Commission (GSC) request.</p>	<p>Replace 25 planning priorities with 24</p> <p>Replace Flooding and Storm Water Strategy with Study</p> <p>Replace two paragraphs with:</p> <p><i>This work is due to be completed by late 2019 and will be placed on public exhibition in March 2020. However, legislation requires councils to finalise the LSPS in January 2020 and make their LSPS by 31 March 2020, prior to the completion of this work. Therefore a review of this LSPS will commence in the next term of Council in 2020. This will ensure the next Bayside LSPS is underpinned by an evidence base to support and justify additional planning priorities and actions that are more specific and place based.</i></p>
8 & 9	8 & 9	<p>Clarify that vision, planning for growth and masterplans are subject to studies that are not yet completed.</p> <p>Raised by GSC.</p>	<p>Minor amendment to sentence order.</p> <p>Inserted</p> <p><i>Priorities for aligning land use planning and transport are subject to outcomes of the Bayside Strategies that will be finalised in 2020 and include:</i></p>
9	9	Amended to reflect Brighton Le Sands Masterplan has not yet been placed on exhibition.	<p>Delete Brighton Le Sands from Immediate &amp; insert under Short Term</p> <p><i>Bexley North</i> inserted under Medium term.</p>

		<p>Bexley North also added to list of centres being investigated in the medium term.</p> <p>Move Kingsgrove and Bexley to Long term</p> <p>Responds to submissions, Transport for NSW (TfNSW) and GSC.</p>	<p>Kingsgrove and Bexley placed under Long term and <i>potential</i> inserted prior to references to the Kogarah to Parramatta mass transit investigations.</p>
14, 15 & 16	14, 15 & 16	<p>Provide information to compare Bayside with Eastern District.</p> <p>Provide clarification on forecast dwellings.</p> <p>Raised by GSC</p>	<p>Map of the Eastern City District and statistics for population and dwellings have been inserted.</p> <p>Inserted</p> <p><i>Between 2006 and 2016, 9,211 new dwellings were built in Bayside presenting an annual growth rate of 8.4%. This growth rate has exceeded that of the Eastern City District, which had an annual growth rate of 7.6% over the same time period.</i></p>
19	19	<p>Provide additional information on forecast dwellings.</p> <p>Raised by GSC</p>	<p>New paragraphs and minor amendments.</p> <p><i>The Department of Industry, Planning and Environment anticipates that by 2036 Bayside will need an additional 28,000 dwellings to accommodate population demand. Bayside Council is investigating the ability to accommodate this demand as part of the development of a Local Housing Strategy. This strategy will consider dwelling requirements alongside analysis of local land use opportunities and constraints.</i></p> <p><i>The household types living in Bayside are somewhat similar to the household types in the Eastern City District, with the exception of couples with children who are over represented in Bayside compared to the Eastern City District.</i></p> <p>Reference to “planning for Eastgardens” removed as a Planning Proposal for this site was gazetted 22 November 2019.</p>
20	20	<p>Provide information on distribution of open space and reference the Social Infrastructure Strategy.</p> <p>Raised by GSC and Department of Planning, Industry and Environment (DPIE)</p>	<p>Inserted</p> <p><i>The distribution and access to open space varies across the LGA. For example, some areas do not have access to local parks within a 400m safe walking distance and other areas or have a low supply of sporting open space compared to other areas.</i></p>

			<i>The Bayside Social Infrastructure Strategy will be finalised in 2020 and will provide an evidence base for future planning decisions.</i>
21	21	Expand connections.	Inserted <i>transport hubs/nodes</i>
24	24	Reference transport demand management  Raised by TfNSW.	<i>Council will finalise the Bayside Transport Strategy in 2020 and this will include the consideration of transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, car pooling and on demand transport to work towards achieving net-zero greenhouse gas emissions.</i>
25	27	Include maps for : <ul style="list-style-type: none"> <li>• Tree canopy</li> <li>• Urban Heat Island</li> <li>• Vulnerability to Heat Waves</li> </ul> Clarify the 13.7% tree canopy cover is an average.  Raised by GSC.	3 new maps inserted (Figures 8, 9 & 10)  Revised and new words inserted <i>The average tree canopy cover in Bayside is only 13.7%. The range of canopy cover is shown in Figure 8.</i>  <i>The impact of increased temperatures can be affected further by the urban heat island effect, which is localised warming due to large areas of paved or dark coloured surfaces such as roads and roofs. Both Sydney Airport and Port Botany can be clearly seen demonstrating this effect in Figure 9 Urban heat Island Effect.</i>  <i>Strategies to reduce the urban heat island effect can include increasing landscaping and canopy cover, retaining water in the landscape by increasing pervious areas or using lighter coloured materials.</i>  <i>More hot days over 35C put people at risk, particularly the elderly and very young. Figure 10 Vulnerability to the heat island effect maps those areas where the population is more vulnerable to heat waves.</i>
28	32	Minor amendment to include Botany Wetlands as a heritage item at request of Sydney Water.	<i>Botany Wetlands</i> inserted after Brighton Baths in Aboriginal and non-Aboriginal heritage section.
30 & 31	37	Include map of employment lands.  Reference infrastructure for walking and cycling trips in relation to centres.	New map inserted (Figure 12) to show industrial zoned land and trade gateways.  Additional words inserted  <i>with appropriate infrastructure that supports walking and cycling for everyday trips.</i>

		Reference the need for collaboration.  Raised by GSC & TfNSW	<i>Collaboration between Randwick Council and Bayside Council will be required to achieve activation of Maroubra Road.</i>
33	38	Reference More Trains, More Services program, principle bike network and the need to plan for and manage freight and logistics activities that are generated as part of the growth in town centres and residential density in Bayside.  Raised by TfNSW	Inserted <i>Capacity on the train lines will increase with the next phase of the More trains, More Services program focusing on delivering improvements for the T4 Eastern Suburbs and Illawarra Line and the T8 Airport and South Line customers. More services for the T8 Airport Line will mean trains at on average every four minutes instead of every six minutes during the morning peak, a potential 80% increase in capacity. There should also be a 30% in increase in peak services on the T4 line.</i>  <i>This Bike Plan, in conjunction with the priority corridors identified in the TfNSW Principle Bicycle Network and connections to the regional networks, aim to make bicycle riding a feasible transport option.</i>  <i>,including the need to plan for and manage freight and logistics activities that are generated as part of the growth in town centres and residential density in Bayside,</i>
35		Two roads identified as freight routes removed as no longer designated routes.  Raised by NSW Ports	Removed from previous – now Figure 13 – Transport Network Map <ul style="list-style-type: none"> <li>• Botany Road between Mill Pond Road, Mascot and Hills Street, Banksmeadow</li> <li>• Bunnerong Road between Wentworth Avenue, Hillsdale and Botany Road, Matraville</li> </ul>
39	45	Updated consultation section to reflect exhibition of LSPS.	First sentence replaced with:  <i>Council undertook extensive consultation both in the preparation of the draft Bayside Local Strategic Planning Statement and during the subsequent public exhibition of the document. This included a series of surveys, workshops, stakeholder interviews and information sessions. The exhibition was advertised in local newspapers, through Council's E-Newsletter and Facebook. A survey was placed on Council's Have Your Say website and individual submissions could be sent through to a dedicated email address. A number of common themes were raised and this is what we heard.</i> New dot points added to: Liveability <ul style="list-style-type: none"> <li>• <i>High density residential development is not appropriate everywhere</i></li> </ul>

			<p>Productivity</p> <ul style="list-style-type: none"> <li>Add to more local jobs ,<i>including in our local and neighbourhood centres</i></li> </ul> <p>Sustainability</p> <ul style="list-style-type: none"> <li><i>Plant more trees</i></li> </ul>
41	47	Amendment to reflect the LSPS will be reviewed commencing 2020.	Last sentence deleted and replaced with: <i>A review of the Bayside LSPS will commence in 2020 with the commencement of the new term of Council.</i>
45	51	<p>Amend Working together section to reference collaboration more generally and insert action.</p> <p>Raised by GSC</p>	<p>Exhibited section deleted and replaced</p> <p><i>Collaboration in the planning and delivery of infrastructure, housing, jobs and great places is important in areas subject to growth. Creating great places is not the responsibility of just one organisation, but includes a range of stakeholders.</i></p> <p><i>Located within both the Georges River LGA and the Bayside LGA is the Kogarah Collaboration Area, a Health and Education Precinct where the Greater Sydney Commission has been leading a focused consultative process of vision setting, problem definition and co-creation of priorities and solutions with the aim of identifying opportunities for more jobs, education and private sector investment. Bayside Council and Georges River Council have been key stakeholders in this process.</i></p> <p>Inserted under Planning Priority 3 –<i>Working through collaboration</i></p> <p><i>3.1 Identify opportunities for Bayside to work collaboratively with a range of stakeholders to deliver desired outcomes and great places</i></p> <p><i>3.2 Continue to collaborate with relevant stakeholders in the delivery of the Kogarah Place Strategy.</i></p> <p>The actions relating to the Kogarah Collaboration Area now refer only to implementation as the Place Strategy has been completed.</p>
47 & 49	53 & 54	Amendment to include reference and actions relating to healthy lifestyles and fresh food.	<p>Inserted in <i>A city for people</i>:</p> <p><i>Walkable neighbourhoods promote active and healthy lifestyles as well as socially connected communities. Convenient access to health and personal services, local retail, fresh healthy food, infrastructure and recreation in local and neighbourhood centres is important.</i></p>

		Raised by South Eastern Sydney Local Health District and submissions	<p>, including access to daily needs such as fresh food, services and facilities within walking and cycling distance.</p> <p>Insert new Action 5.1(b) plan for local communities to access daily needs and essential services by walking and cycling to local and neighbourhood centres.</p>
49	55	Minor amendments to address issue raised by Create NSW and submissions	<p>Action 5.1(c) amended by inclusion of words "including joint-use opportunities"</p> <p>Action 5.2 (c) rewording slightly Work with Bayside Arts Festival and Council's Events Program to include opportunities to bring events and cultural activities into our local centres to increase social connectedness, strengthen resilience and grow the business economy.</p>
50		<p>Reference housing targets, housing delivery and Local Housing Strategy.</p> <p>Raised by GSC</p>	<p>Inserted The Department of Industry and Environment anticipates that by 2036 Bayside will need an additional 28,000 dwellings to accommodate population demand. This is a linear projection based on historical dwelling delivery. Bayside's historical dwelling delivery has relied on brownfield sites that are now reaching capacity. Bayside doesn't have more brownfield sites to continue its high level of housing supply. Accordingly, Bayside will provide an updated long term dwelling target using an analysis of opportunities and constraints in the forthcoming Local Housing Strategy (2020).</p> <p>In the short to medium term, Bayside is on track to meet its dwelling targets. The Eastern City District Plan sets out a short term dwelling target for 2016 to 2021 of 10,150 dwellings. 75% of the required dwellings have been built in 58% of the time period between July 2016 and May 2019 (most recent data). Capacity in the existing planning framework will help delivery dwellings in the medium term.</p> <p>Minor amendments to reflect new wording.</p>
51 & 52	57 & 58	<p>Reduce repetition of information and update areas for investigation.</p> <p>Amendments to respond to timing for potential Kogarah to Parramatta mass transit.</p>	<p>The Housing the City section has been rewritten as follows:</p> <p>Brighton-Le-Sands has been removed from immediate and placed under Short term.</p> <p>Bexley North in Medium term</p>

		Requested by GSC and TfNSW	<p>Bexley and Kingsgrove now under Long term (10+ years)</p> <p>Previous actions 6.1 to 6.13 deleted and replaced with the following:</p> <p><i>Action 6.1 Finalise and adopt the Local Housing Strategy to inform investigation of opportunities for residential growth.</i></p> <p><i>Action 6.2 Continue to facilitate housing development in areas with capacity available under current planning controls.</i></p> <p><i>Action 6.3 Investigation of opportunities for growth will have regard to the Bayside Land Use Limitation Study.</i></p> <p><i>Action 6.4 Ensure that current land use planning does not jeopardise future opportunities for residential growth associated with visionary transport corridors.</i></p> <p><i>Action 6.5 Advocate for a train/metro station to be located in the Bexley town centre area as part of a future Kogarah to Parramatta Line.</i></p> <p><i>Action 6.6 Develop a rolling City projects program to schedule new and upgraded local infrastructure capital works to meet the needs of the growing community.</i></p>
53	58	<p>Reinforce the need for the Local Housing Strategy to be completed to inform future planning.</p> <p>Minor amendments and insertion of new action to refer to universal design.</p> <p>Raised by GSC and community housing providers</p>	<p>Inserted</p> <p><i>The Local Housing Strategy, to be finalised in 2020, will provide an evidence base for planning for greater housing choice.</i></p> <p>Actions revised and one new action.</p> <p><i>7.1 Review planning controls to deliver a greater range of dwelling types, size and standards :</i></p> <p><i>7.1(c) - replace first built form with development &amp; delete Bayside DCP 2020.</i></p> <p>New action inserted</p> <p><i>7.1(d) Review the planning controls to increase the amount of housing that is universally designed.</i></p>
54	59	<p>Minor amendments to strengthen wording around affordable housing.</p> <p>Raised by community housing providers.</p>	<p>Inserted in <i>Provide housing that is affordable:</i></p> <p><i>It is important to maintain socio-economic diversity to ensure lower income households can continue to live and work in the local area.</i></p> <p>Inserted after as house prices increase – and outpace incomes,</p>



54	59	Minor amendment to clarify role of NSW Land and Housing Corporation.	Insert in Action 8.5 the following after key agencies - <i>including NSW Land and Housing Corporation</i>
60 and 66	64	<p>Amendments made to reflect new action, the combining of Planning Priorities 12 and 15 into a new B12.</p> <p>Combining of Planning Priorities requested by GSC and new action TfNSW</p>	<p>Actions 12.1-12.3 deleted as these are included in other actions.</p> <p>New actions:</p> <p>12.1 <i>Plan for high amenity and walkability within a 10-minute walk of centres.</i></p> <p>Brought over from B15 and renumbered as required:</p> <p>12.3 <i>Seek funding to implement the missing links identified by the Bayside Bike plan to deliver on a 30-minute city.</i></p> <p>12.4 <i>Plan for urban development, new centres, better places and employment uses that are integrated with existing transport infrastructure and proposed transport projects.</i></p> <p>12.7 <i>Ensure a degree of self-sufficiency of local services on either side of the Airport to ensure access to services and jobs.</i></p> <p>Original Action 12.5 deleted. B15 deleted.</p>
60	64	<p>An additional bus route added to reflect previous submission by Sydney Airport on new bus routes. This would provide additional connections for Bayside residents and workers.</p> <p>Raised by Sydney Airport</p>	<p>New action inserted:</p> <p>12.5(d) <i>To connect Bondi Junction with Miranda via Sydney Airport.</i></p>
61	65	<p>Amendment made to strengthen wording on role of Bayside LGA for Eastern Economic Corridor.</p> <p>Raised by GSC.</p>	<p>Delete second sentence and Insert:</p> <p><i>Bayside's proximity to both the Sydney Airport and Port Botany trade gateways, location at the southern extent of the Eastern Economic Corridor, the deep customer market of Sydney CBD and the highly educated labour market of Greater Sydney, make it highly attractive to a range of businesses and industries up and down the global and local supply chain.</i></p>
61	65	Reinforce the importance of retain and manage of employment lands to serve	<p>Delete last sentence 3<sup>rd</sup> paragraph and replace</p> <p><i>These identify the importance of ensuring these essential economic trade gateways are safeguarded.</i></p>

		trade gateways, including importance of freight handling.	<i>Demand for industrial zoned land in Bayside, particularly in areas serving the trade gateways, is anticipated to grow over the next 20 years and therefore retention of industrial zoned land is essential to support the growth of trade gateways.</i>
63	67	Reference the Eastern Economic Corridor and its role and insert new action.  Raised by GSC	Insert before Planning priority 13 <i>Bayside is located at the southern extent of the Eastern Economic Corridor, which stretches from Macquarie Park, Chatswood, St Leonards, the Harbour CBD and Randwick to Green Square, Mascot and the international trade and tourism gateways of Sydney Airport and Port Botany. This corridor supports the Harbour CBD which underpins Greater Sydney's global and national economic strength. The Harbour CBD growth is essential for the region to remain competitive. Whilst Bayside is not part of the Harbour CBD, it nonetheless has an important role in supporting the Harbour CBD being located at its edge and being part of the Eastern Economic Corridor.</i>  Amend action 13.2 <i>Implement the recommendations of the Centres and Employment Lands Strategy to facilitate appropriate industrial and commercial growth in Bayside and support the Harbour CBD.</i>
64	68	Clarification	Action 14.2 amended by inserting <i>business and industrial</i> after "Review the" and deleting "for Bayside LEP 2020"
64	68	Clarification	Action 14.6 amended by deletion of knowledge intensive industries as this is considered under other Actions.
65	69	New action inserted to reference the National Airports Safeguarding Framework.  Raised by Sydney Airport	New Action inserted at 14.11 <i>Ensure airport and aviation-related requirements are recognised in strategic land use planning processes by giving effect to the National Airports Safeguarding Framework and its guidelines.</i>
65	69	Clarification of existing action.  Raised by Sydney Airport	Action 14.20 amended to refer to the significant and ongoing growth in e-commerce related freight.
67	70 & 71	Strategic centres section expanded to include reference to local centres. A new action has been inserted to refer to the	Inserted " <i>and centres</i> " after strategic centres in heading  New paragraph inserted before Actions <i>Bayside also has ten local centres identified by the Eastern City District plan. These local centres play a</i>

		<p>need for centres to have sufficient retail floor area.</p> <p>This was raised in a number of submissions by both retailers and residents.</p>	<p><i>key role in providing local services, shops, facilities, connecting our communities and providing local jobs.</i></p> <p>New action inserted with subheading LOCAL CENTRES <i>15.8 ensure each local centre has sufficient retail floor space to meet future demand.</i></p>
68		<p>Provide more information in explanation on the Randwick and Camperdown precincts.</p> <p>Raised by GSC</p>	<p>Insert after 1<sup>st</sup> paragraph. <i>Bayside is located in close proximity to both Randwick and Kogarah, with many students and workers choosing to live locally, thereby supporting a 30-minute city. Opportunities also exist for advanced manufacturing associated with the Randwick and Camperdown-Ultimo Health and Education Precincts to locate in Bayside.</i></p>
69	73	<p>This matter is already addressed through action 16.3.</p>	<p>Action 18.5 deleted (exhibited version)</p>
71	75 & 77	<p>Reference Bayside's coastline and the NSW Premier's priority of Greening the City and expanding on places connected by cycling and walking.</p> <p>Raised by GSC, TfNSW and DPIE</p>	<p>Inserted <i>Bayside's coastline and waterways are a natural asset, cultural resource and recreational destination. Managing the waterways and enhancing community access to the waterways will be important.</i></p> <p><i>Increasing the tree canopy and green cover across Bayside aligns with the NSW Premier's priority of Greening the City, with Council receiving funding under the 5 Million Tree Programme.</i></p> <p>Additional words inserted <i>connecting parks and open space, schools, employment, centres and health and transport hubs can be delivered.</i></p>
71	77	<p>Ownership of land within the corridor is referenced.</p> <p>Raised by Sydney Airport and Sydney Water</p>	<p>A City in its landscape amended by insertion of: <i>The Mill Stream and Botany Wetlands Open Space Corridor includes the Sydney Airport Wetlands owned by Sydney Airport and the Botany Wetlands owned by Sydney Water.</i></p>
71	77	<p>Amended to reference importance of shade.</p> <p>Raised by the Cancer Institute</p>	<p>A city in its landscape amended by inserting after <i>"helping keep the city cool" – provision of shade and UV ray protection,</i></p>
72	77	<p>New actions requested to reference public access to waterways and foreshores, Botany Bay and naturalisation of Muddy Creek.</p>	<p>New actions inserted <i>19.12 Improve public connection and access along waterway and foreshores</i> Renummer following actions.</p>

		<p>Amend action 19.13 to reference Cooks River Alliance</p> <p>Raised by Sydney Water, GSC</p>	<p><i>19.16 – Work collaboratively with Sydney Water on the naturalisation of the Muddy Creek Project Stage 1.</i></p> <p>Amend action 19.17 Insert after waterways <i>, Botany Bay</i></p> <p>Insert at end of action 19.14 <i>by the Cooks River Alliance.</i></p>
73	79	<p>Action amended to reflect ownership and consultation required in developing masterplans for Mill Stream and Botany Wetlands Green Grid Corridor.</p> <p>Raised by Sydney Airport</p>	<p>Inserted to action 20.5(a) <i>Consult with Sydney Airport and Sydney Water in the development of the Masterplans, including opportunities to access the corridors in their ownership.</i></p>
74	80	<p>Amendment to clarify that open space and recreation should refer to sport infrastructure.</p> <p>New Action to reference the District Sport Infrastructure Plan (currently being prepared).</p> <p>Raised by Office of Sport</p>	<p>Inserted - <i>sport infrastructure</i> after demand for open space</p> <p>New action inserted <i>22.5 Support and assist in the implementation of the District Sport Infrastructure Plans (when completed).</i></p>
75	81	<p>Amendment to clarify that Council has a Waste Avoidance Strategy already.</p> <p>Insert reference to the need to reduce emissions from transport and reduce the need to travel.</p> <p>Delete Action 24.10 as a Circular Economy Statement has been developed.</p> <p>Raised by EPA, GSC, TfNSW and submissions</p>	<p>An efficient city amended by inserting the following:- <i>Bayside has adopted the Waste Avoidance and Resource Recovery Strategy which identifies five key Strategic Actions that will avoid and reduce waste, recover resources, manage problem waste, reduce illegal dumping and litter prevention. Council's 2030 vision is to move towards a circular economy model whereby waste is diverted from landfill and is optimised as a resource that returns to nature or the economy.</i></p> <p>Insert a new paragraph. <i>Reducing emissions from transport and reducing the need to travel by promoting self-containment in terms of employment, education, and services will also help enhance liveability, sustainability and resilience for the LGA.</i></p> <p>Previous Action 24.4 (exhibited LSPS) deleted as it is a repeat action.</p> <p>Delete Action 24.10.</p>

77	85	Reference to SEPP 55 – remediation of land.  Raised by EPA	Previous Action 25.2 deleted as it is a repeat action.  A resilient city amended by inserting the following to Action 24.4: <i>ensuring it is undertaken in accordance with the requirements of State Environmental Planning Policy 55 - Remediation of land.</i>
77	82	Clarification.	Insert the following sentence in the resilient city introduction - <i>It is likely that Bayside will experience more frequent, longer and more extreme periods of uncomfortable heat and heatwaves in the future.</i>
77	83	Action to reflect need for shade with increasing temperatures and to provide protection from UV rays.  Raised by the Cancer Institute.	<i>New action inserted 24.10 Review Council's policies and technical specifications to include provisions for well-designed shade to be incorporated in public domain works.</i>
77	83	Amendment consider air pollution and noise at the land use planning stage.  Raised by EPA.	Amended <i>24.12 Consider long term exposure to air pollution and noise in land use planning and design of neighbourhoods.</i>
	84	Implementation Section new – this includes timing for delivery of actions.  Raised by GSC	New section.
GENERAL			
		As required	Amendments throughout the document to reflect updated numbering of planning priorities, actions and figure numbers.
		As required	Typographical errors and wording amended throughout the document. None of these amend the meaning/substance of a planning priority or action.
MAPS			
Existing		Maps and Structure plans amended to reflect changes throughout the LSPS, including formatting.	
New		A number of new maps were requested by GSC and other Government agencies.	<ul style="list-style-type: none"> <li>• Tree Canopy – Figure 8 page 26</li> <li>• Heat Island Map – Figure 9 page 28</li> <li>• Heat Island Vulnerability Map – Figure 10 page 29</li> <li>• Employment Lands Map – Figure 12 page 37</li> <li>• Vegetation Map – Figure 15 page 76</li> </ul>

Note: Reference to a Planning Priority, Action or page refers to the relevant number in the December 2019 version of the draft Bayside LSPS

#### Submission Table - Government Agencies

Submission Maker	Key Points/Issues	Council Officer Response	Proposed Amendment
Sydney Water	<ul style="list-style-type: none"> <li>Environment - Include summary of how Council intends to preserve and enhance these natural assets. Sydney Water is happy to work with Council to help identify opportunities and improve water efficiency within the Council and community. Sydney Water is happy to explore ground water options with Orica and the Council to support the Botany Groundwater Clean Up Program.</li> </ul>	<ul style="list-style-type: none"> <li>Council has commenced or will preparing a number of strategies including Bayside Environmental Strategy, a Biodiversity Strategy and Water Management Strategy. These are referenced in Actions 19.6, 19.8 and 19.10. Council welcomes Sydney Waters offer to explore ground water options with Orica and Council to support the Botany Ground Water Clean Up Program.</li> </ul>	
	<ul style="list-style-type: none"> <li>Sydney Water encourages Council to consider how the community interacts with the green open space. Perhaps investigate how the green open space can be connected to provide active corridors. In addition, Sydney Water also encourages the Council to investigate opportunities to utilise stormwater corridors as part of this network as well.</li> </ul>	<ul style="list-style-type: none"> <li>Council will be developing a Master Plan for three of the Green Grid Corridors and will be engaging with all relevant stakeholders as part of this process. Increasing connectivity between and through open space is also identified as a priority. Refer to Actions 20.5 and 21.4.</li> </ul>	Amended Action 21.4

	<ul style="list-style-type: none"> <li>The Botany wetlands are listed on the State Heritage Register - the original Botany Swamps Water Supply Scheme (1858-1886) provided drinking water to early settlers of Sydney.</li> </ul>	<ul style="list-style-type: none"> <li>Note in heritage overview - landscape item</li> </ul>	Included – <i>Botany Wetlands</i>
	<ul style="list-style-type: none"> <li>Sydney Water suggests adding the Green Grid to Figure 9 Bayside Transport Network Map and investigating how it fits into the network as an active transport corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Council is developing masterplans for three of the green grid corridors and is preparing a Bayside Bike Plan. These will provide the strategic planning base for active transport network, including the green grid. Noted that parts of the Green Grid corridors are not publicly accessible.</li> </ul>	
	<ul style="list-style-type: none"> <li>Council requested to consider appropriate land use zoning for water related operational infrastructure. Sydney Water will provide further advice to Council on appropriate zoning of its infrastructure within the local government area as part of the formal consultation for future amendments to the LEP.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Council is currently reviewing the zoning for the 58 sites identified by Sydney Water</li> </ul>	
	<ul style="list-style-type: none"> <li>The draft LSPS outlines actions and objectives to be delivered by Council by 2030. Sydney Water recommends Council prepare an implementation plan indicating when and how those actions will be delivered.</li> </ul>	<ul style="list-style-type: none"> <li>Actions in Actions 19.6, 19.7, 19.8, 19.10 and 19.11 refer to completing a number of strategies and the preparation of implementation plans. This work will need to be completed prior to identifying when, how and what funding is required.</li> </ul>	Implementation plan includes short and medium term actions.
NSW Education School Infrastructure (SINSW)	<ul style="list-style-type: none"> <li>SINSW use population and dwelling projection data provided by Department of Planning, Industry and Environment (DPIE) as the basis for school planning.</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> </ul>	
	<ul style="list-style-type: none"> <li>Would like SINSW and Council to explore joint and shared use opportunities for the school and community, however this is subject to timing and funding and a Memorandum of understanding between the parties.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Social Infrastructure Strategy is currently being prepared. This will identify</li> </ul>	

		further opportunities for discussion. Refer to Action 4.8.	
	<ul style="list-style-type: none"> <li>• Would like to explore opportunity for the development of innovative transport solutions with a range of stakeholders that can seek to reduce congestion around school start and finish times.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted for future work.</li> </ul>	
	<ul style="list-style-type: none"> <li>• There is significant public benefit associated with providing schools when Council reviews its development contributions plan/s.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>	
	<ul style="list-style-type: none"> <li>• Further, to assist in the delivery of infrastructure, Council should support delivery of schools as part of any special infrastructure contribution.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>	
Create NSW	<ul style="list-style-type: none"> <li>• Supports inclusion of cultural objectives and recognition of Aboriginal cultural heritage in the draft LSPS.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>	
	<ul style="list-style-type: none"> <li>• The benefits of art and culture to a successful night-time economy should be addressed.</li> </ul>	<ul style="list-style-type: none"> <li>• This is already addressed through Action 5.2 (d) &amp; (e) which relate to creating opportunities for creative and artistic expression and participation in late night trading areas.</li> </ul>	
	<ul style="list-style-type: none"> <li>• Existing and potential of cultural industries providing employment and other benefits in the Bayside area should be addressed.</li> </ul>	<ul style="list-style-type: none"> <li>• The Bayside Centres and Employment Land Strategy is currently in preparation. It is envisaged that further information regarding this matter will be addressed in the strategy.</li> </ul>	
	<ul style="list-style-type: none"> <li>• Existing and future public art projects</li> </ul>	<ul style="list-style-type: none"> <li>• It is considered and this point is addressed through Actions 5.2 (a) to 5.2 (c).</li> </ul>	



	<ul style="list-style-type: none"> <li>Joint-use opportunities for cultural activities within school premises should be included</li> </ul>	<ul style="list-style-type: none"> <li>Action 5.1(b) amended to include consideration of joint use opportunities.</li> </ul>	Included – <i>including joint-use opportunities</i>
	<ul style="list-style-type: none"> <li>Increase tourism opportunities by increasing arts and cultural programming and activation. The Bayside Arts Festival for example has significant tourism potential.</li> </ul>	<ul style="list-style-type: none"> <li>Action 5.2 (a), (b) &amp; (c) identify actions that include the review of the public art policy, improve and grow Sculptures@ Bayside and to bring more opportunities into our local centres. These are policy actions that address this issue.</li> </ul>	
	<ul style="list-style-type: none"> <li>Reference to arts and culture for successful place making in Bayside, especially in areas of population growth such as Wolli Creek, Arncliffe West and Mascot should be included.</li> </ul>	<ul style="list-style-type: none"> <li>Action 5.2(a), (b) &amp; (c) identify actions that include the review of the public art policy, improve and grow Sculptures@ Bayside and to bring more opportunities into our local centres. These are policy actions that address this issue. Notwithstanding a minor adjustment to wording of Action 5.2 (c) has been made.</li> </ul>	Amended action 5.2 (c) – <i>Work with Bayside Arts Festival and Council's Events program to include opportunities to bring events and cultural activities into our local centres to increase social connectedness, strengthen resilience and grow the business economy.</i>
	<ul style="list-style-type: none"> <li>The benefit of broader community access to arts and culture for the health and wellbeing of Bayside residents, with consideration to access by people with disabilities, seniors and children and young people should be included.</li> </ul>	<ul style="list-style-type: none"> <li>Considered, this is addressed through Actions 5.1 (d)-(g)</li> </ul>	
	<ul style="list-style-type: none"> <li>Create NSW recommends exploring opportunities in areas of higher density living and new apartment development including Arncliffe West, Mascot and Wolli Creek. Maker Spaces and places for arts and cultural experiences in these areas could be important for communities to practice and express their cultural traditions and feel greater ownership of these places.</li> </ul>	<ul style="list-style-type: none"> <li>Action 5.2(a), (b) &amp; (c) identify actions that include the review of the public art policy, improve and grow Sculptures@ Bayside and to bring more opportunities into our local centres and Work with Bayside Arts Festival and Council's Events program to</li> </ul>	Amended action 5.2 (c)

		<p>include opportunities to bring events and cultural activities into our local centres to increase social connectedness, strengthen resilience and grow the business economy. These are policy actions that address this issue.</p> <ul style="list-style-type: none"> <li>Note a minor adjustment to wording of Action 5.2 (c).</li> </ul>	
	<ul style="list-style-type: none"> <li>Bayside Council's participation in the Kogarah Collaboration Area is an opportunity for integrating arts and culture into plans at the earliest stages. We would be happy to discuss further opportunities including current and potential collaborations in arts and health and arts education for students, patients, workers and residents of Kogarah.</li> </ul>	<ul style="list-style-type: none"> <li>Noted for further work.</li> </ul>	
NSW Environment Protection Authority	<ul style="list-style-type: none"> <li>The Bayside City LGA can be subject to episodes of poor air quality when national health-based goals are exceeded. Human made emissions include contributions from household, vehicles, port activities, freight (road and rail) and industry within the LGA</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> </ul>	
	<ul style="list-style-type: none"> <li>A commitment to support smart and electric transport solutions that reduce air emissions, for example through the provision of charging points, should also form part of Council's future transport directions.</li> </ul>	<ul style="list-style-type: none"> <li>Bayside Transport Strategy is currently in preparation. Providing advice on electric vehicle charging and other emerging transport trends was included in the scope of works.</li> </ul>	
	<ul style="list-style-type: none"> <li>Council may also want to include guiding principles and controls to help address air quality and noise related issues along major roads, especially if they are undergoing transformation.</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> <li>Council is developing a land use study to consider development near transport routes in relation to air quality and noise. Until this has been completed the Interim</li> </ul>	

		Guideline - Development near rail corridors and busy roads is relied upon for planning purposes. other Action in the LSPS 14.4, 14.6, 14.13, 14.17	
	<ul style="list-style-type: none"> <li>To support high amenity and liability outcomes for these new places, Council may wish to consider these issues and identify management approaches in its Centres and Employment Lands Strategy which will be the basis for Council's retail, economic, industrial and urban services priorities.</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> </ul>	
	<ul style="list-style-type: none"> <li>Urban hazards are identified as including: noise, air pollution and soil contamination. The Bayside Resilient Program proposed in the draft LSPS and all actions relating to urban hazards under "Bayside Planning Priority 25'1, would benefit consideration of each of these urban hazards.</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> <li>Development of a Bayside Resilient Program has not yet commenced and therefore detailed outcomes have not been considered.</li> </ul>	
	<ul style="list-style-type: none"> <li>There are a range of opportunities in the Draft LSPS that can help better address noise management approaches to improve local amenity and deliver desired public domain outcomes. For example, the section titled Air and noise impacts (page 25) could be strengthened to include the implementation of planning controls to consider land-use compatibility upfront in the planning process. Actions that encourage good built form outcomes through Design Excellence Competitions, Design Excellence Guidelines and Design Review Panel (including expectations for high standards of design) also provide a further opportunity to deliver high amenity/liveability outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>The section on air and noise impacts has been updated to make reference to the consideration of land use upfront. Also note Actions 9.1 and 9.2 in relation to design excellence and Bayside DCP 2020.</li> </ul>	Amended action 24.12
	<ul style="list-style-type: none"> <li>To support high amenity and liveability outcomes for these new places, Council may wish to consider these issues and identify management approaches in its Centres and Employment Lands Strategy which will be the basis for</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> <li>Refer to above comments.</li> </ul>	

	<p>Council's retail, economic, industrial and urban services priorities.</p> <ul style="list-style-type: none"> <li>The Draft LSPS includes some actions to support better waste management outcomes, however these are limited or high-level. These could be strengthened to include specific actions relating to key waste streams or activities in the LGA. Waste management should also be recognised as an essential service with consideration for waste prevention measures and waste-infrastructure planning to support service outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Waste Avoidance and Resource Recovery Strategy (refer to Action 23.4) includes actions to avoid and reduce waste, recover resources, manage problem waste, reduce illegal dumping and litter prevention. Programs that provide waste avoidance education and reuse are already being implemented through this strategy.</li> </ul>	<p>Amended An efficient city – <i>Bayside has adopted the Waste Avoidance and Resource Recovery Strategy which identifies five key Strategic Actions that will avoid and reduce waste, recover resources, manage problem waste, reduce illegal dumping and litter prevention. Council's 2030 vision is to move towards a circular economy model whereby waste is diverted from landfill and is optimised as a resource that returns to nature or the economy.</i></p>
	<ul style="list-style-type: none"> <li>Shared or community space and place-based design also presents opportunities for circular economy outcomes, that share products and resources. This could include food donation or organic waste management infrastructure (such as community composting), or reuse and repair centres.</li> </ul>	<ul style="list-style-type: none"> <li>Action 23.9 refers to the development of a circular economy at a more precinct base level. A section has been added to an efficient city referring to Council's Waste Avoidance and Recovery Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>See above.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 25.6 – should be strengthened in relation to management of groundwater and land contamination.</li> </ul>	<ul style="list-style-type: none"> <li>The section on A resilient city has been amended to include reference to State Environmental Planning Policy 55 - Remediation of land.</li> </ul>	<p>Amended A resilient city – <i>ensuring it is undertaken in accordance with the requirements of State Environmental Planning Policy 55 - Remediation of land.</i></p>

Sydney Airport	<ul style="list-style-type: none"> <li>Figure 6 shows the Millstream and Botany Wetlands Open Space Corridor as a Green Grid Priority Corridor. A portion of this corridor is located on the Sydney Airport site. Sydney Airport would be keen to work with Bayside Council and other landowners to explore opportunities to allow this corridor to be used for recreational opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Council welcomes the opportunity to collaborate with Sydney Airport on the Sydney Airport Wetlands and to explore opportunities to allow this corridor to be used for recreational opportunities. It is proposed to amend the wording in the "a city in its landscape" to reference the Sydney Airport Wetlands and also Action 20.5.</li> </ul>	<p>Amended a City in its landscape - <i>The Mill Stream and Botany Wetlands Open Space Corridor includes the Sydney Airport Wetlands owned by Sydney Airport and the Botany Wetlands owned by Sydney Water.</i></p> <p>Amended Action 20.5(a) - <i>Consult with Sydney Airport and Sydney Water in the development of the Masterplans, including opportunities to access the corridors in their ownership.</i></p>
	<ul style="list-style-type: none"> <li>Figure 8 shows the Mill Stream and Botany Wetlands Open Space Corridor is identified as one of the four priority Green Corridors within the Bayside LGA. As noted above, a key section of this corridor is located on the Sydney Airport site, an area called the Sydney Airport Wetlands. These wetlands are designated as an environmentally significant area (heritage and biodiversity) under the Airports Act 1996 and are also listed in the register of the National Estate (Indicative Place).</li> </ul>	<ul style="list-style-type: none"> <li>This matter is noted and Council will continue to collaborate with Sydney Airport in finalising the Bayside Transport Strategy (Note, this is now Figure 11).</li> </ul>	
	<ul style="list-style-type: none"> <li>The Bayside Transport Network Map (Figure 9 – now Figure 13) identifies a Train Link/Mass Transit corridor (which is called visionary), that would extend from areas east of Sydney Airport, across the airport itself (via both the Domestic and International terminal precincts) and then onto Rockdale and Kogarah. Sydney Airport believes there is merit in developing such a mass transit link, which could comprise an extension of the proposed Western Metro, past SCG/Fox studios, the UNSW/POWH precinct, Maroubra</li> </ul>	Noted	

	Junction/Eastgardens and then to the two airport precincts, Rockdale and Sutherland. This would have the benefit of linking the airport site -on which 32,700 people work -with the two key areas where those airport workers live.		
	<ul style="list-style-type: none"> <li>Bayside Planning Priority 1: Align land use planning and transport infrastructure planning to support the growth of Bayside. Sydney Airport would be keen to work with Council as it prepares its Transport Strategy.</li> </ul>	This matter is noted and Council will continue to collaborate with Sydney Airport in finalising the Bayside Transport Strategy	
	<ul style="list-style-type: none"> <li>Sydney Airport notes that, in its 2014 response to a NSW Legislative Council Inquiry into removing or reducing station access fees at Sydney Airport, the NSW Government identified the following in its <i>Sydney's Bus Future plan</i>:               <ol style="list-style-type: none"> <li>Extension of bus routes from Chatswood to the airport</li> <li>Increased frequency of buses from Bondi Junction to Miranda via the airport</li> <li>New routes from the Inner West and Kingsford to the airport</li> <li>New connections between southern Sydney and airport</li> <li>Transport for NSW will explore new routes between Burwood and the airport</li> </ol>               A bus route linking Bondi Junction to Miranda (via Sydney Airport), would greatly improve public transport connections between the airport and those areas around the airport where most of the 32,700 airport employees live, predominantly in the Bayside LGA.             </li> </ul>	Additional East-West links and connections to centres is supported and will be added to the list of routes. It should be noted that Bayside Planning Priorities 12 and 16 will be combined.	Included 12.6(d) <i>To connect Bondi Junction with Miranda via Sydney Airport.</i>
	<ul style="list-style-type: none"> <li>Action 14.10 to 14.15 - Sydney Airport supports the proposed actions. However, would like reference to the National Airports Safeguarding Framework (NASF) and its guidelines.</li> <li>Suggested amendment - Insert the following new action in the Sydney Airport section of Bayside Planning Priority 14: <i>"To ensure airport and aviation-related requirements are recognised in strategic land use planning processes, give effect to and comply with the National Airports Safeguarding</i></li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Land Use Limitations Study has identified these constraints for land use planning (refer to Table 2 of the LSPS) and therefore the inclusion of an Action relating to the National Airports Safeguarding Framework is supported.</li> </ul>	Inserted new Action 14.11 – <i>Ensure airport and aviation-related requirements are recognised in strategic land use planning policies and processes by giving effect to the National Airports Safeguarding Framework and its guidelines.</i>

	<p><i>Framework and its guidelines through adoption of an appropriate planning instrument (such as LEP/ DCP)."</i></p> <ul style="list-style-type: none"> <li>Future demand for land outside the airport boundary on which airfreight and logistics centres and warehousing will grow. Indeed, as Colliers International recently found: <i>The growth of e-commerce in Australia is unstoppable, with online retail sales surging a massive 37 percent over the year to August 2018 ... Unsurprisingly, e-commerce retailers have been amongst the largest takers of industrial space over the past few years ... Anecdotal evidence globally suggest that e-commerce operators require significantly more space (approximately three times) than traditional warehouses...</i> The land available to accommodate these e-commerce operators needs to be located close to the airfreight's arrival or departure point and in an area conveniently accessible to its consumer base, and the densely populated areas of eastern and southern Sydney respectively. It is essential there is sufficient areas of appropriately zoned employment lands close to Sydney Airport to allow such trade-related airfreight and other aviation support facilities to be located into the future. Action 14.20 to read as follows: <i>Explore changes in the freight and logistics sector (including the significant and ongoing growth in ecommerce related freight) to ensure the precinct provides a cutting-edge environment that supports time-sensitive logistics functions.</i></li> </ul>		
	<ul style="list-style-type: none"> <li>Council would be aware that, as part of the new Sydney Airport Bayside Community and Environmental Projects Reserve Fund, Sydney Airport has supported an allocation of \$1 million over five years (\$200,000 per annum) for this initiative.</li> </ul>	<ul style="list-style-type: none"> <li>Supported.</li> <li>Council acknowledges the support for this project. However, is of the view that it is not an action per se.</li> </ul>	<p>Amended action 14.20– to refer to <i>eCommerce and freight</i>.</p>

	Suggested Amendment - Action 21.7 (now 20.7) be amended to reference this funding.		
NSW South Eastern Sydney Local Health District	<ul style="list-style-type: none"> <li>Equitable access to green space and recreation facilities - Access to green space throughout childhood is protective of mental health and wellbeing across the life-course. We recommend to balance the higher density developments, appropriate walking and cycling links to the larger area of green space. This aligns to the identified need for investment in an active, inclusive and sustainable network of footpaths and bike paths to ensure there are walkable centres, pedestrian friendly routes and cycle ways.</li> </ul>	<ul style="list-style-type: none"> <li>Action to ensure equitable access to green space and recreation facilities is supported. Council is currently finalising a Social Infrastructure Strategy that will set out existing provision and future needs. The Actions under Planning Priority 4 address the issues raised in this respect.</li> </ul>	
	<ul style="list-style-type: none"> <li>We recommend Council support greater access to healthy food by incorporating healthy food and drink guidelines into sports and recreation facility use guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	
	<ul style="list-style-type: none"> <li>Identifying planning options that encourage accessible cost effective fresh healthy foods could also be explored. Additionally, a US study showed that having a variety of healthy food outlets within 500m of a residential location can increase fruit and vegetable consumption. Other research from the US suggests that each extra healthy food outlet within 800 metres of a home can help reduce obesity risks by 20 per cent.</li> </ul>	<ul style="list-style-type: none"> <li>An action to plan for local communities that provide access to daily needs and essential services is supported. The section <i>A city for people</i> is amended to reference the importance of health and amenity and a new action under Bayside Planning Priority 5.</li> </ul>	<p>Inserted in A city for people - <i>Walkable neighbourhoods promote active and healthy lifestyles as well as socially connected communities. Convenient access to health and personal services, local retail, fresh healthy food, infrastructure and recreation in local and neighbourhood centres is important.</i></p> <p>New Action included under Planning Priority 5(b) – <i>Plan for local communities to access daily needs and essential</i></p>



			<i>services by walking to local and neighbourhood centres.</i>
	<ul style="list-style-type: none"> <li>The effects of climate change and adaption to the effects are disproportionately borne by community members with the least resources to do so. To reduce some of the burden we recommend the ongoing review of shading and water supply options in open spaces and recreation areas, and support increased tree canopy targets.</li> </ul>	<ul style="list-style-type: none"> <li>A heat island map and heat island vulnerability map have been included in the environment section. Note Action 24.2 already refers to developing a Bayside urban heat map and action plan.</li> </ul>	<p>Inserted - a Heat Island Map (Figure 9) and Heat Island Vulnerability Map (Figure 10) in the Climate Change Section. Additional words have also been inserted <i>in A resilient city</i> to reference increasing periods of extreme heat.</p>
	<ul style="list-style-type: none"> <li>Affordable housing availability will be ongoing challenging, and strongly support innovative ways to encourage developers to build developments that include a minimum provision of affordable housing. Without adequate affordable housing, 'housing stress' will continue to be an issue that negatively impacts on the lives of many residents and we recommend that council proactively collaborate for preventative planning for primary and secondary homelessness, which has a high likelihood of increasing in the Bayside Council area.</li> </ul>	<ul style="list-style-type: none"> <li>Council is finalising a Local Housing Strategy and will be preparing a Housing Affordability Policy (refer Bayside Planning Priorities 6 and 8) that will address this issue.</li> </ul>	
Cancer Institute NSW	<ul style="list-style-type: none"> <li>Planning priority 21 - Suggestion to promote the benefits of trees, including prevention of skin cancer, to residents to support the protection and enhancement of the urban tree canopy.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Suggested to include reference to the value of shade for UVR protection.</li> </ul>	<p>Amended a city in its landscape – <i>provision of shade and UV ray protection</i></p>
	<ul style="list-style-type: none"> <li>Planning priority 22 - Suggestion to refer to the Guidelines to Shade as a practical tool to support the development of quality shade in green open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. These are technical guidelines and will be considered in the preparation of the Bayside DCP 2020. Also referenced in Action 24.8.</li> </ul>	<p>Action 24.9 references well-designed shade for public domain works.</p>
	<ul style="list-style-type: none"> <li>Planning priority 25 - Suggestion to include UVR in Action 25.3 - Suggestion to include UVR as a natural hazard and</li> </ul>	<ul style="list-style-type: none"> <li>The impact of more extreme periods of uncomfortable</li> </ul>	<p>Inserted in the resilient city - <i>it is likely that Bayside will</i></p>

	work with the health sector to reduce the incidence of skin cancer in Bayside Council.	<p>heat and heatwaves is noted. It is proposed to acknowledge this in the resilient city section and planning priority 24. The point raised in the submission will also be considered for inclusion in the Bayside Development Control Plan currently in preparation.</p> <ul style="list-style-type: none"> <li>Action 24.1 and 24.2 relate to developing a resilient program and urban heat island action plan. These will identify in more detail how Bayside can consider and mitigate the issues. Refer to proposed amendment to the LSPS below.</li> </ul>	<p><i>experience more frequent, longer and more extreme periods of uncomfortable heat and heatwaves in the future. Amended Action 24.8— including provision of well-designed shade.</i></p>
NSW DPIE Land & Housing Corporation	<ul style="list-style-type: none"> <li>We suggest that the LSPS be amended to include actions which acknowledge the Communities Plus program and Council's role in supporting LAHC in its implementation. The following wording is suggested for these actions: <i>Council will continue to work with the NSW Land and Housing Corporation (LAHC) to support the renewal of social housing within the LGA, consistent with the Future Directions for Social Housing policy, including through facilitating changes to the planning framework for public housing assets where required (short to medium term).</i></li> <li><i>Council will continue to work with LAHC on the renewal of the social housing estate at Eden Street, Arncliffe. Council jointly with LAHC will investigate potential for</i></li> </ul>	<ul style="list-style-type: none"> <li>Council is preparing a Local Housing Strategy and an affordable housing policy that will look at demand for affordable housing within the LGA. The NSW Land and Housing Corporation (NSW LAHC) will be consulted in the preparation/exhibition of these documents.</li> <li>Action 8.5 refers to working with key agencies to deliver</li> </ul>	<p>Included in Action 8.5 - <i>including NSW Land and Housing Corporation</i></p>

	<i>renewal of social housing in conjunction with future planning for new public transport corridors (medium to long term).</i>	affordable housing in the LGA. It is noted that Eden Street, Arncliffe is part of the Bayside West Precinct that was rezoned in October 2018 that will enable the redevelopment of the NSW LAHC land. Specific reference to <i>NSW Land and Housing Corporation</i> is proposed.	
NSW Ports	<ul style="list-style-type: none"> <li>Transport Network Map - Over the past 10 years, there has been an increase in restrictions on freight routes on local roads around Port Botany. As such, some of the key freight routes identified within the Transport Network Map at page 34 are no longer used by heavy vehicles and should not be identified as 'key freight routes', specifically: <ul style="list-style-type: none"> <li>- Botany Road between Mill Pond Road, Mascot and Hills Street, Banksmeadow</li> <li>- Bunnerong Road between Wentworth Avenue, Hillsdale and Botany Road, Matraville</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Noted. These routes will be removed from the Figure 13 (previously Figure 9).</li> </ul>	<p>Removed from Figure 13–</p> <ul style="list-style-type: none"> <li>• Botany Road between Mill Pond Road, Mascot and Hills Street, Banksmeadow</li> <li>• Bunnerong Road between Wentworth Avenue, Hillsdale and Botany Road, Matraville</li> </ul>
	<ul style="list-style-type: none"> <li>The Transport Network Map and the LSPS more broadly also identify the need for increased east-west public transport links. NSW Ports supports this identified need, and in particular, advocates for any east-west public transport links that would potentially remove commuter traffic off the key access route of Foreshore Road. This includes public transport solutions between Mascot, Kogarah, and Sutherland, and the traffic generating centres of Eastgardens / Maroubra Junction, the Randwick health and education precinct, and Bondi Junction</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	

	<ul style="list-style-type: none"> <li>• NSW Ports endorses the need for a Land Use Limitations Study to be undertaken for the Bayside local government area and consequently being used to inform strategic land use decisions. Several projects, operations, and activities identified as having impact on land use are directly related to the operational efficiency of Port Botany, including: <ul style="list-style-type: none"> <li>- Botany Freight Rail Line Duplication</li> <li>- Growth of freight transport at Port Botany</li> <li>- Transport of dangerous goods along Denison Street</li> <li>- Dangerous goods pipelines</li> <li>- Jet fuel pipeline to Western Sydney Airport</li> <li>- VTS transmission links</li> </ul> </li> <li>• Ports and intermodals need to operate 24 hours a day, seven days a week, in order to meet the demands of businesses and consumers and to maximise productivity of significant assets. As flagged in the LSPS, activities at Port Botany will intensify to cater for growing trade volumes. These activities can impact on the amenity of sensitive land uses such as residential. Ports and intermodal terminals require protection from urban encroachment in order to operate efficiently.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>	
	<ul style="list-style-type: none"> <li>• Although the Local Environmental Plan will not apply to land zoned by State Environmental Planning Policy (Three Ports) 2013 (Three Ports SEPP), the policy position of Council in the LSPS is still critical for the industrial lands subject to that policy as Council remain the consent authority for certain development. Until such time as the Three Ports SEPP addresses minimum lot sizes in order to cater for port-related freight and strengthens prohibited uses for non-port-related uses within the Three Ports SEPP area, Bayside Council are relied on in order to</li> </ul>	<ul style="list-style-type: none"> <li>• Support for Action 14.3 noted.</li> </ul>	

	protect the strategic importance of the lands, and the LSPS makes clear this position.		
	<ul style="list-style-type: none"> <li>As identified in Action 14.6 the protection of the freight corridors is as vital to the efficient operation of the Port as protection of the Port itself. In particular, Foreshore Road, Beauchamp Road, Denison Street, Wentworth Avenue, and the dangerous goods route of Marsh Street / Forest Road / Stoney Creek Road are vital road links to the Port. The Botany Freight Rail Line between the Port and the boundary of the Bayside Local Government Area north of Sydney Airport is equally vital. NSW Ports supports this Action as critical for long term land use conflict management as trade throughput grows.</li> </ul>	<ul style="list-style-type: none"> <li>Support for Action noted</li> </ul>	
	<ul style="list-style-type: none"> <li>Section 10.7 of the Environmental Planning and Assessment Act 1979 allows for a Council to, in a planning certificate, include advice on such other relevant matters affecting land. There is an opportunity to advise the community of proximity to both the Port and freight corridors in order to ensure there is an awareness of the strategic support for the international trade gateway. NSW Ports therefore suggests an Action to include notifications on Section 10.7 certificates that properties are within a port and freight impact zone</li> </ul>	<ul style="list-style-type: none"> <li>In respect of Clause 10.7 Council has received advice that only hazard risks that have a physical impact on the land are required to be included in Council's Planning Certificates.</li> </ul>	
	<ul style="list-style-type: none"> <li>Changes in the Freight and Logistics Sector - The need to respond to changes in the freight and logistics sector is of critical importance as both technology and consumer expectations continue to evolve. Consumer expectations have led to an increased demand for 'instant' deliveries and this has challenged the traditional operations of industrial land and as a consequence, the planning approvals that apply. 24/7 operations are critical to freight and port related lands and restrictions on numbers and types of vehicles accessing warehouses is in</li> </ul>	<ul style="list-style-type: none"> <li>Council is preparing a Centres and Employment Lands Strategy that includes a review of the land uses in the business and industrial zoned lands (Action 14.2). Recommendations from this strategy will be considered in the review of the Bayside</li> </ul>	Note: Wording of Action 14.2 has been amended slightly.

	contrast to the outsourcing of delivery tasks which is occurring.	Local Environmental Plan.	
NSW Office of Sport	<ul style="list-style-type: none"> <li>Recommend amending the wording of actions under B22 to include all 'sport infrastructure'. Whilst the planning and delivery of open space is critical, we believe it is important to acknowledge sport infrastructure explicitly. One reason is that sport facilities are not always provided as open space, for example, indoor facilities, aquatic centres etc.</li> </ul>	<ul style="list-style-type: none"> <li>This request is supported. Action 21.1 has been amended.</li> </ul>	Amended to include <i>sport infrastructure</i>
	<ul style="list-style-type: none"> <li>The Office of Sport is currently developing District Sport Infrastructure Plans. This initiative, identified by the Greater Sydney Commission in their District Plans will provide a strong evidence base to help guide future sport facility provision. We recommend that Council include an additional action to 'support and assist in the implementation of the District Sport Infrastructure Plans (once released).</li> </ul>	<ul style="list-style-type: none"> <li>This proposed action is supported and a new action inserted.</li> </ul>	New Action 21.5 <i>Support and assist in the implementation of the District Sport Infrastructure Plans (when completed)</i>
TfNSW	<ul style="list-style-type: none"> <li>TfNSW suggests providing more information in terms of Bayside's role within the Resilient City work</li> </ul>	<ul style="list-style-type: none"> <li>This work has not progressed sufficiently for this to be included in this LSPS. Noted for the LSPS review.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW supports the direction set out in Bayside's land use 'Vision' for walking and cycling. However, we suggest that this should also include schools, health centres and transport hubs.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Reference to places to connect have been expanded in a number of actions throughout the LSPS.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW suggests including a brief statement to highlight the role council may play to influence the provision and use of sustainable transport and operating practices</li> </ul>	<ul style="list-style-type: none"> <li>Noted. This will be addressed in the review of the LSPS and will take into</li> </ul>	

	through statutory planning process and voluntary agreements	consideration the Transport Strategy which is to be finalised in 2020.	
	<ul style="list-style-type: none"> <li>TfNSW notes the inclusion of the Kogarah to Parramatta mass transit link and recommends that Council change the wording to include the word potential as it is not a funded project in Future Transport 2056.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	<i>potential</i> inserted as required.
	<ul style="list-style-type: none"> <li>TfNSW suggests including an action highlighting the role council has to increase the provision and use of sustainable transport and operating practices.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. This will be addressed in the review of the LSPS and will take into consideration the Transport Strategy which is to be finalised in 2020.</li> </ul>	
	<ul style="list-style-type: none"> <li>The suburbs, Bexley &amp; Kingsgrove have been identified with a specific timeframe of (6-10 years) as planned for future growth but throughout the rest of the document there is no specific timeframes.</li> <li>Action 6.10 discusses Bexley being included as a station on the proposed Parramatta to Kogarah mass transit line yet this project is only listed as 'for investigation' in Future Transport 2056 to 10-20 years indicating that the proposed timeframe will not be met. TfNSW suggests that the actions are reworded to reflect this and not raise community expectations.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	Bexley and Kingsgrove now Long term (10+ years)
	<ul style="list-style-type: none"> <li>TfNSW suggest that figures 3 &amp; 4 incorporate the draft Principal Bicycle Network into local council land use and local road network planning.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Bike Plan will be finalised in 2020. This will include the mapping of local, regional and Principal Bicycle Network. Reference has been made in the text to these bike routes.</li> </ul>	<i>Page 38 - This Bike Plan, in conjunction with the priority corridors identified in the TfNSW Principle Bicycle Network and connections to the regional networks, aim to make bicycle riding a feasible transport option.</i>

	<ul style="list-style-type: none"> <li>TfNSW appreciates Council's efforts to increase the length of walking and cycling paths, however we suggest that this discusses the quantity of connected paths within Bayside and adjacent neighbourhoods. We also suggest incorporating the indicators for 'Walkable Places' used in the Region Plan: - Trips by walking (% of all trips) - Trips to work by walking and cycling (% of trips to work) - Access to open space (% of population within 400m walk of local open space)</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Implementation section has been replaced and the indicators replaced with timings for the relevant action now included.</li> </ul>	
	<ul style="list-style-type: none"> <li>Council should note that any changes to existing development controls should consider the potential conflict with the 3 Ports SEPP</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Consider this is adequately covered with the Action under Planning priority 14.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW suggests that figure 6 is updated to incorporate the draft Principal Bicycle Network into local council land use and local road network planning.</li> </ul>	<ul style="list-style-type: none"> <li>Note previous comment.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW suggests adding 'communities and transport hubs/nodes' to the last paragraph on the page</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	Inserted <i>transport hubs/nodes</i>
	<ul style="list-style-type: none"> <li>TfNSW suggests adding action to align with the Region and District plans: "Transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, carpooling and on-demand transport will also be considered in helping to achieve net-zero greenhouse gas emissions."</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Reference to demand management inserted page 24.</li> </ul>	Inserted <i>Council will finalise the Bayside Transport Strategy in 2020 and this will include the consideration of transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, car pooling and on demand transport to work towards</i>



			<i>achieving net-zero greenhouse gas emissions.</i>
	<ul style="list-style-type: none"> <li>Council could consider adding the following to the end of the sentence starting They are an important part of the 30-minute city .... with "... with appropriate infrastructure that supports walking and cycling for everyday trips.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Relevant section amended on page 37.</li> </ul>	<p>Inserted</p> <p><i>with appropriate infrastructure that supports walking and cycling for everyday trips.</i></p>
	<ul style="list-style-type: none"> <li>Council has an opportunity to introduce a package of demand management measures to promote access by sustainable modes and encourage sustainable operating practices in collaboration with trip generators into the transport strategy that is currently being prepared.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Transport Strategy will be finalised in 2020. This matter has been noted for inclusion.</li> </ul>	
	<ul style="list-style-type: none"> <li>Council could consider including some information about the "More Trains More Services" improvements in the area (Inner parts of the Airport and Illawarra lines). Additional information includes:</li> <li>The next stage of the More Trains, More Services program will focus on delivering improvements for T4 Eastern Suburbs &amp; Illawarra Line, and T8 Airport &amp; South Line customers.</li> <li>In response to growth in demand on the T4 and T8 lines, the program will initially focus on installing new high-tech signalling and investigating options for further works to deliver in the future:</li> <li>More services for the T8 Airport Line, including a potential 80 per cent increase at the International, Domestic, Mascot and Green Square stations during the morning peak, meaning trains at least on average every four minutes instead of every six minutes today.</li> <li>A 30 per cent increase in peak services on the T4 Line</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The information has been inserted on page 38.</li> </ul>	<p><i>Capacity on the train lines will increase with the next phase of the More trains, More Services program focusing on delivering improvements for the T4 Eastern Suburbs and Illawarra Line and the T8 Airport and South Line customers. More services for the T8 Airport Line will mean trains at on average every four minutes instead of every six minutes during the morning peak, a potential 80% increase in capacity. There should also be a 30% increase in peak services on the T4 line.</i></p>

	<ul style="list-style-type: none"> <li>TfNSW acknowledges that road space allocation is often a challenge and suggests that Council prioritises the provision of walking and cycling facilities to connect to centres and transport hubs. Council could also consider referencing the Principal Bicycle Network and subsequent regional cycling networks.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. This will be considered by the Transport Strategy and Bike Plan and their relevant implementation plans.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW support Council in identifying the need for connections and sustainable networks. However, Council could also state that there is a need to access other locations outside the LGA which would align with Future Transport and support incorporating the planned Principle Bike Network.</li> </ul>	<ul style="list-style-type: none"> <li>See above comment.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW suggests that Council recognise the need to plan for and manage freight and logistics activities that are generated as part of the growth in town centres and residential density in the LGA.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	<p>Inserted  <i>,including the need to plan for and manage freight and logistics activities that are generated as part of the growth in town centres and residential density in Bayside,</i></p>
	<ul style="list-style-type: none"> <li>The maps should include the proposed Principle Bike Network including 2 and 5 km catchments to strategic centres and consider including Council's proposed regional networks.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. See previous comments.</li> </ul>	
	<ul style="list-style-type: none"> <li>Council should note that the freight and logistic lands proposed under the Sydney Airport 2039 Masterplan may affect the freight routes around the airport precinct into the future.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	
	<ul style="list-style-type: none"> <li>The Transport Network Map should distinguish between Committed, For investigation and Council led initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>The Structure plan has been amended.</li> </ul>	

	<ul style="list-style-type: none"> <li>TfNSW supports identifying the need for safer pedestrian crossings, and suggests that Council could go further to cover increased pedestrian and cyclist crossings opportunities and priority (e.g. increased crossing times, reduced signal cycle times).</li> </ul>	<ul style="list-style-type: none"> <li>Noted. This will be considered by the Transport Strategy.</li> </ul>	
	<ul style="list-style-type: none"> <li>Please change reference of RMS to TfNSW'</li> </ul>	<ul style="list-style-type: none"> <li>Noted. References amended.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW supports the development of a movement and place framework and suggest that this also includes consideration of last mile freight and logistics activity.</li> </ul>	<ul style="list-style-type: none"> <li>Noted for consideration by the Transport Strategy.</li> </ul>	
	<ul style="list-style-type: none"> <li>Action 6.8 could be reworded to emphasise the need for the future LEP amendments to identify transport infrastructure corridors/reservations for the improvements required to support growth.</li> </ul>	<ul style="list-style-type: none"> <li>Not considered at this stage and will require further consideration.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW suggests Council includes an action to take a place-based approach to the planning for and management of the freight and servicing task based on the essential role of freight and servicing movements in enabling place outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The centres and Employment lands Strategy and the Transport Strategy will be finalised in 2020. This matter will be addressed in the review of the LSPS.</li> </ul>	
	<ul style="list-style-type: none"> <li>TfNSW suggests that Council expands on what 'walkability' means in terms of catering for short, everyday trips (for example to services, shops, jobs, transport, schools and parks) in terms of community health, place-making and local transport network outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Actions 5.1 (b) refers to accessing daily needs and 12.1 refers to planning for high amenity and walkability within 10-minutes' walk of centres.</li> </ul>	

	<ul style="list-style-type: none"> <li>Priority 14.4 could consider the protection of freight corridors that link the industrial areas to PB and KSA and freight and logistic lands.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Noted. This will be considered by the Transport Strategy.</li> </ul>	
	<ul style="list-style-type: none"> <li>Priority 14.5 - Please add "particularly Mascot and Wolli Creek Stations".</li> </ul>	<ul style="list-style-type: none"> <li>This Action relates to Port Botany and no change has been made.</li> </ul>	
	<ul style="list-style-type: none"> <li>The LSPS section on Sustainability should consider including prioritising active and public transport usage over private cars across the entire LGA. The need to reduce emissions from transport and reduce the need to travel by promoting self-containment in terms of employment, education and services will help enhance liveability, sustainability and resilience for the LGA. The LSPS should look at adapting the urban structure, activity patterns and public domain to support less car-dependent lifestyles to make the LGA more resilient, in terms of reducing residents' exposure to increasing traffic congestion and the costs of travel in Sydney</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Reference to the need to reduce emissions has been inserted on page 81.</li> </ul>	<p>Inserted</p> <p><i>Reducing emissions from transport and reducing the need to travel by promoting self-containment in terms of employment, education, and services will also help enhance liveability, sustainability and resilience for the LGA.</i></p>
	<ul style="list-style-type: none"> <li>TfNSW supports connecting green grids and open spaces. However, connecting walking and cycling networks should add further destinations including schools, employment, health and transport hubs.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Destinations have been expanded throughout the LSPS.</li> </ul>	
	<ul style="list-style-type: none"> <li>Street trees and awnings should be carefully located to ensure they do not obstruct sight lines to traffic signal lanterns and other critical road infrastructure and should be setback to allow for bus/heavy vehicle overhang (i.e. mirrors).</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>	

### Organisation and Individual Submissions

Note: reference to a Planning Priority, Action or page number in the Council Officer Response column refers to the relevant number in the December 2019 version of the draft Bayside LSPS

Organisation and Individual Submissions		
Respondent	Key Points/Issues	Council Officer Response
1	<ul style="list-style-type: none"> <li>The lack of technical studies available for public exhibition prevents the public from making an informed submission. Accordingly, it is recommended that Bayside Council publicly exhibit all of the technical studies to ensure transparency and provide the opportunity for meaningful comment.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. All Greater Sydney Councils were required to have commenced the public exhibition of the draft Local Strategic Planning Statement (LSPS) by 1 October 2019 and are required to make the LSPS by 31 March 2020. Consequently the Bayside Strategies and Studies being undertaken do not inform this version of the Bayside LSPS. The Strategies and Studies will be reported to Council and placed on public exhibition in March 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>The LSPS should not be finalised until all technical studies are prepared and the public has had the opportunity to comment on an updated LSPS which has been fully informed by all supporting studies. The role of centres is meant to be assessed and resolved as part of Council's preparation of their local strategic planning statements and local environmental plans.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer comments above.</li> </ul>
	<ul style="list-style-type: none"> <li>Council to clarify the statement "the next Bayside LSPS" and if that refers to what will be finalised in early 2020 or its review in seven years.</li> </ul>	<ul style="list-style-type: none"> <li>The timing for the next review of the LSPS has been inserted, with a review of the LSPS to commence in the next term of Council in 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>The LSPS should be updated to include specific place-based precinct planning.</li> </ul>	<ul style="list-style-type: none"> <li>Refer previous comments.</li> </ul>
	<ul style="list-style-type: none"> <li>The LSPS needs to be amended to clearly define the centres hierarchy for the LGA. A critical missing piece of the LSPS is an evidence-based investigation into the role, form and function of existing and future centres to inform the centres hierarchy.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Bayside Centres and Employment Land Strategy will make recommendation regarding a centres form and function (note Action 13.1).</li> </ul>
	<ul style="list-style-type: none"> <li>In order to support Mascot-Green Square's ongoing success as a strategic centre; meaningful investment in public and active transport is required. Furthermore, this needs to be supported</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>The Bayside Centres and Employment Land Strategy will provide recommendations in relation to the employment lands</li> </ul>

	by local road and intersection upgrades to ensure the centres primacy isn't undermined due to traffic congestion.	and centres. Any recommendations to change land use controls will be implemented through future planning proposals. Investment in active and public transport is supported (refer Planning Priorities 12, 14 and 15). Transport for New South Wales (TfNSW) is preparing a South East Sydney Transport Strategy which will provide the framework for transport into the future.
	<ul style="list-style-type: none"> <li>Clarity should be given as to when the proposed review of planning controls for key employment and urban services lands in and near the Sydney Airport precinct will occur.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Centres and Employment Land Strategy will provide recommendations in relation to the employment lands and centres. Any recommendations to change land use controls will be implemented through future planning proposals.</li> </ul>
	<ul style="list-style-type: none"> <li>Increases in densities on existing employment lands (including business zones) should be encouraged including increased building heights and floor space, this can be achieved through a concurrent rezoning of these lands as part of the LEP update and consolidation process.</li> <li>AMPC agree that the LSPS and LEP update process provides a perfect opportunity for Council to review planning controls that apply to employment lands (including business zones) to increase their height and FSR controls to support future development and forecast growth.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>The Bayside Local Environmental Plan (LEP) 2020 is essentially a harmonisation of the Rockdale LEP and the Botany LEP with minimal changes to controls. Changes to zoning will occur with subsequent planning proposals.</li> </ul>
	<ul style="list-style-type: none"> <li>Council to clarify the definition and role of 'Strategic Economic Land'.</li> </ul>	<ul style="list-style-type: none"> <li>The Strategic Economic Lands have been deleted. The employment lands are now shown in the Structure Plan Figure 3 and Figure 12 (new).</li> </ul>
	<ul style="list-style-type: none"> <li>In order to best meet the needs of current and emerging industrial and urban services trends, Council should not discount the potential for some Industrial lands to be rezoned to higher order employment zones as appropriate. Clarity is sought as to what evidence base Council has relied upon in order to ground truth their 'retain and manage' position. Action 18.2 states that Council will review the planning controls to ensure they meet the needs of current and emerging industrial and urban services trends, including</li> </ul>	<ul style="list-style-type: none"> <li>The Eastern City District Plan (ECDP) retain and manage directive is adopted until Council has completed its Bayside Centres and Employment Lands Strategy and refer previous comments regarding studies/strategies. Action 18.1 refers to retain and manage and 18.2 refers to review of the planning controls to ensure emerging trends in the employment sector is embedded as an action in the LSPS. The Bayside Centres and Employment Land Strategy may identify uses/controls that may need to be implemented through land use planning.</li> </ul>

	<p>increased building heights and floor space. We question how Action 18.1 can be achieved in tandem with Action 18.2 when a review of the planning controls to better support the needs of current and emerging industrial and urban services trends and local needs may result in changes.</p>	
	<ul style="list-style-type: none"> <li>The intent of Action 14.11 is to be clarified, and the definition of 'inappropriate development' to be provided.</li> </ul>	<ul style="list-style-type: none"> <li>Action 14.11 has been amended to refer to the National Airport Safeguarding Framework.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 14.13 to be revised to acknowledge that not all commercial uses are incompatible with industrial and urban services lands, and many are not only complementary but essential to those uses.</li> </ul>	<ul style="list-style-type: none"> <li>The land use tables will be reviewed on completion of the Bayside Centres and Employment Lands Strategy.</li> </ul>
	<ul style="list-style-type: none"> <li>There are no clear actions for resolving traffic/congestion issues in order to support Mascot – Green Square as an employment hub and to protect and grow the international trade gateways.</li> </ul>	<ul style="list-style-type: none"> <li>Action 16.3 refers to walking and cycling through the centre. The South Eastern Sydney Transport Strategy (TfNSW) will consider this.</li> </ul>
	<ul style="list-style-type: none"> <li>Bayside needs to clarify what funding mechanisms are proposed and how they propose to interface with the existing s7.11 Contributions Plan.</li> <li>Bayside should consult with the public and industry to identify collaborative options to fund infrastructure across the LGA, acknowledging the mechanisms already put in place for that purpose.</li> </ul>	<ul style="list-style-type: none"> <li>Local Infrastructure Contributions Plans (s7.11 EP&amp;A Act), VPA policies and an affordable housing policy when drafted will be open for public comment through the exhibition. These will need to have an evidence based underpinning the recommendation. This work is currently in progress. A VPA policy will provide transparency to the process. Refer Actions 4.5, 4.6, 4.7 and 8.2, 8.3 and 8.4. Note reference to Developer has been replaced with Local Infrastructure.</li> </ul>
2	<ul style="list-style-type: none"> <li>Objective 31 of the Greater Sydney Region Plan (2018): Public open space is accessible, protected and enhanced identifies programmatic variety as a key consideration for planning open space.</li> </ul> <p>Open space that supports a variety of recreational and passive uses, including slacklining, should be an important consideration when planning for existing and new open space. A Planning Priority should be included to support a variety of</p>	<ul style="list-style-type: none"> <li>Noted. Action 21.1 has been amended to refer to "and sport infrastructure".</li> </ul>

	recreational and passive uses that reflect the changing needs of the community when planning for existing and new open space.	
3	<ul style="list-style-type: none"> <li>The impact of heavy, oversized and dangerous goods traffic through Bexley town centre deserves special mention. Forest and Stoney Creek Roads are the alternative route for such vehicles unable to use the M5 tunnel. These trucks and tankers carry such goods as: oversized mining equipment, petrol and aviation fuel, high temperature bitumen and various industrial chemicals. Consignments benefit other LGAs, as well as State and Federal government projects.</li> </ul>	<ul style="list-style-type: none"> <li>It is acknowledged that Forest Road and Stoney Creek Road are designated state roads and will continue to be a heavy vehicle routes. Action 9.6 identifies taking a place based approach to the local centres including Bexley and Council will prepare masterplans/urban design studies or public domain plans to help create great places.</li> </ul>
	<ul style="list-style-type: none"> <li>The Bexley Chamber of Commerce has asked in past submissions that the impacts of air quality and noise should also be considered on retail and commercial enterprises.</li> </ul>	<ul style="list-style-type: none"> <li>The Interim Guidelines - development near rail corridors and busy roads provides guidance on this matter in relation to new development.</li> </ul>
	<ul style="list-style-type: none"> <li>Supportive of the future plans for train or metro that could improve the local business community's survival and further growth through population increase.</li> </ul>	<ul style="list-style-type: none"> <li>Support for a potential metro/mass transit station at Bexley is noted.</li> </ul>
4	Support for prioritising the cycling network for investigation. However, we suggest Bayside Council include clear action and commitment to design and implement (pending state funding) specific cycling connections such as Kingsford to Pagewood (via Banks Ave) or Mascot to Pagewood (via Wentworth Ave).	<ul style="list-style-type: none"> <li>The Bayside Bike Plan is currently in preparation and will be placed on public exhibition in March 2020. This will identify priority routes and support the TfNSW principal bikes routes (Refer Actions 12.2 and 12.3).</li> </ul>
	<ul style="list-style-type: none"> <li>We suggest Bayside Council estimate a timing so there is a goal and accountability for these projects to be achieved</li> </ul>	<ul style="list-style-type: none"> <li>Refer to the new Implementation section.</li> </ul>
	<ul style="list-style-type: none"> <li>Note that BIKEast request the M6 Extension Stage 1 project includes a fully separated shared path for its entire length similar to the world class facility along the M7 Westlink.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Bayside Council in its submission on the M6 Stage 1 did request improved cycle links. The approved design includes a cycle link for part of the route.</li> </ul>
	<ul style="list-style-type: none"> <li>There is no mention of cycling in the Liveability section on Page 46 (refer to Greater Sydney Commission: A Metropolis of Three Cities – Liveability). Suggest Bayside Council include more mention of active transport (walking and cycling) as part.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Additional words have been inserted to Actions 1.1, 1.2 and 5.1 to include cycling.</li> </ul>



	<ul style="list-style-type: none"> <li>There is also an opportunity to include education to support increasing mode shift to active travel.</li> </ul>	<ul style="list-style-type: none"> <li>The Transport Strategy will make recommendations on this matter. This will be placed on exhibition march 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>Housing the city Suggest Bayside Council include more mention of active transport (walking and cycling) as part of the Housing priority.</li> </ul>	<ul style="list-style-type: none"> <li>Additional words have been inserted to A city for people and in Planning Priority 5.</li> </ul>
	<ul style="list-style-type: none"> <li>"Cycleways" is usually one word. It has been spelt as two words on page 33 and 71.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Amended.</li> </ul>
5	<ul style="list-style-type: none"> <li>Collaborate with CHPs (including Bridge Housing) and other key stakeholders to investigate all available mechanisms to deliver affordable housing in the LGA. This could include:               <ul style="list-style-type: none"> <li>access to specific tax provisions for not-for-profit organisations;</li> <li>development expertise in affordable and social housing;</li> <li>extensive experience in the management of social and affordable housing and the delivery of supports;</li> <li>equity in existing social and affordable housing properties; the ability to borrow low cost funds from NHFC; and</li> <li>access to council or State Government owned land vested, leased or at below market prices.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Council is finalising a Local Housing Strategy and will be preparing a Housing Affordability Policy (refer Bayside Planning Priorities 6 and 8). This evidence base and recommendations requires to be completed to establish a Bayside policy position.</li> </ul>
	<ul style="list-style-type: none"> <li>Investigate opportunities to partner with CHPs to develop under-utilised or redundant Council-owned or managed sites (e.g. car parks) for affordable housing both within the Bayside LGA and broader Eastern City District.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer above</li> </ul>
	<ul style="list-style-type: none"> <li>Explore all opportunities to reduce land costs for affordable housing by collaborating with other councils, other levels of government and stakeholders such as not-for-profits.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer above</li> </ul>
	<ul style="list-style-type: none"> <li>Maximise the return on affordable housing contributions by consolidating and directing contributions secured by Council to</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer above</li> </ul>

	CHP and State-government social and affordable housing redevelopment projects.	
	<ul style="list-style-type: none"> <li>Consult with not-for-profit organisations and Property NSW regarding the potential redevelopment of underutilised sites for affordable housing purposes.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer above</li> </ul>
	<ul style="list-style-type: none"> <li>The Communities Plus program involves the redevelopment of large sites to deliver integrated social, affordable and private market housing, while smaller redevelopments are undertaken by Land and Housing Corporation's (LAHC) Projects Division. It is recommended that Council approach LAHC regarding the potential redevelopment of existing social housing assets in its LGA.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer above</li> </ul>
	<ul style="list-style-type: none"> <li>Identify a range of non-planning mechanisms to be considered for inclusion as part of a Local Housing Strategy. These include:               <ul style="list-style-type: none"> <li>Setting affordable housing targets</li> <li>Design and construction innovation</li> <li>Delivery model innovation</li> <li>Minimising land costs for affordable housing</li> <li>Special rate levies for affordable housing</li> <li>Responding to Government policy changes.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer above</li> </ul>
	<p>Consider the following planning mechanisms as part of the LEP review:</p> <ul style="list-style-type: none"> <li>Ensure the LEP includes an objective in relation to retention and delivery of affordable housing</li> <li>Ensure there is a sufficient supply of appropriately zoned land and a flexible mix of permitted uses in a range of residential and mixed-use zones to ensure there is sufficient affordable housing supply, support services and community facilities.</li> <li>Expand the range of uses permitted in residential zones to include secondary dwellings.</li> <li>Apply minimum parking rates to affordable housing development and in some cases allow an exemption.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is essentially a harmonisation of the Rockdale LEP and the Botany LEP with minimal changes to controls. The submission will be reviewed with future planning proposals.</li> </ul>

	<ul style="list-style-type: none"> <li>• Include a minimum requirement for affordable housing contributions for residential development in any centre locations.</li> <li>• Include planning incentives (e.g. floor space bonuses) to encourage affordable housing.</li> <li>• Allow variations (where appropriate) on certain controls for specific affordable housing developments. For example, special provisions may apply to social housing providers who are developing accessible housing.</li> </ul>	
	<ul style="list-style-type: none"> <li>• The LSPS should explicitly identify affordable rental housing as a strategic priority for the community. Bridge Housing considers that Bayside Council's draft Planning Statement does not achieve this recommendation. It is noted that Council is not developing a stand-alone Affordable Housing Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• It is considered this is addressed, with Action 8.1 being to prepare an affordable housing policy.</li> </ul>
	<ul style="list-style-type: none"> <li>• Acknowledge the economic and social benefits of affordable rental housing and the role it plays in supporting job growth and economic prosperity for local communities. - Bridge Housing considers that Bayside Council's draft Planning Statement does not achieve this recommendation.</li> </ul>	<ul style="list-style-type: none"> <li>• Bayside Planning Priority 8 has been amended to refer to the need to maintain socio-economic diversity</li> </ul>
	<ul style="list-style-type: none"> <li>• Whilst the Draft LSPS notes that community housing providers should be consulted, the governance framework should also consider the role of community housing providers in delivering new housing supply. Action 8.5 refers to working with key agencies and other stakeholders to deliver affordable housing. This should be addressed in more detail in the Local Housing Strategy when exhibited.</li> </ul>	<ul style="list-style-type: none"> <li>• Council is finalising a Local Housing Strategy and will be preparing a Housing Affordability Policy (refer Bayside Planning Priorities 6 and 8). This evidence base and recommendations require to be completed to establish a Bayside policy position.</li> </ul>
	<ul style="list-style-type: none"> <li>• Bridge Housing believes that the delivery of affordable housing needs to be incentivised (rather than penalised), and proactive councils and communities should be rewarded for accommodating additional affordable housing. A statement to this effect should be included in the Draft Planning Statement and Local Housing Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted for development of the Local Housing Strategy.</li> </ul>

	<ul style="list-style-type: none"> <li>Specific actions provided to inform the Local Housing Strategy provided.</li> </ul>	<ul style="list-style-type: none"> <li>Noted for development of the Local Housing Strategy.</li> </ul>
6	<ul style="list-style-type: none"> <li>10 storey structures starting with 1000 apartments on the beach front in a plan marked as "Immediate" by council is going to be extremely ugly to look at and overbearing.</li> <li>Residents are key stakeholders and should be consulted first.</li> <li>Existing properties along Grand Parade will be replaced with low rise developments as its prized beach front anyways without the need to develop 10 storey buildings which would destroy the suburb.</li> <li>This plan is not one promoting a healthy outdoor with development overshadowing the beach in the afternoon, leaving children and other beachgoers and swimmers in the shade.</li> <li>The proposed high-rise structures will block out the rising morning sun and light from reaching the houses and building blocks behind.</li> <li>The suburbs behind Brighton-Le-Sands, like Rockdale, Kogarah, Bexley, etc. which currently have a view of the Botany Bay skyline/water as they are situated at a higher vantage point will have these views ruined.</li> <li>Clarification is needed about the publicly owned car park on the Boulevard in Brighton-le-Sands (behind the Brighton-Le-Sands RSL) and whether it's to be partly sold to Developers as part of these densification plans. This is totally opposed as this is publicly owned land of which council is the custodian.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9). A draft master plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> </ul>
7	<ul style="list-style-type: none"> <li>The value of shade for UV radiation protection and other co-benefits should be recognised in the 20 year vision for the LGA.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Reference to UV and heatwaves has been included in Resilient City section. Action 24.8 has been amended to refer to shade.</li> </ul>

8	<ul style="list-style-type: none"> <li>Smaller scaled warehousing and logistics such as those that occur in the Hale Street North Precinct are essential to accommodating smaller scaled and 'nimble' operations that support the timely movement of freight (Consistent with Action 14.20).</li> <li>Protection of the ongoing operation of logistics and warehousing uses in the Hale Street North Precinct will allow the precinct to keep supporting the Port, allowing for freight, warehousing and logistical operations and those business which provide services to those operations to maintain certainty of existing and future operations within the Hale Street North Precinct (Consistent with Actions 14.5 and 14.12).</li> </ul> <p>In finalising the draft LSPS, we urge Council to:</p> <ul style="list-style-type: none"> <li>Acknowledge the unique context of the Hale Street North Precinct and the importance of the Precinct to continue to provide smaller scaled warehousing, freight and logistics uses.</li> <li>Include Actions that encourage protect smaller scale 'nimble' warehouse and logistics operations in a context where such uses are appropriate in the Hale Street North Precinct.</li> <li>The identified need to 'retain and manage industrial and urban services lands' under both the ECDP and the draft LSPS is especially pertinent to the Hale Street North Precinct, noting that can and should occur generally in the precinct via a B7 Business Park zone. It is submitted that the current and ongoing operations within the Hale Street North Precinct would be best facilitated under a consolidated B7 Business Park land use zone.</li> </ul>	<ul style="list-style-type: none"> <li>It is considered the actions in the LSPS do not preclude continuing use of the Hale Street Precinct for smaller scale warehousing, freight and logistic uses.</li> <li>The Bayside Centres and Employment Lands Strategy has not been finalised, but a key consideration is the need to accommodate freight and logistics operations (also refer to the ECDP Actions 31 and 32). Note Action 14.20 has been amended to include "eCommerce".</li> </ul> <p>The Bayside LEP 2020 is harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are included in this planning proposal.</p> <p>The matters raised regarding zone change will be considered in future amendments of the Bayside LEP.</p>
9	<p>Renewal of the Turrella Industrial Precinct will:</p> <ul style="list-style-type: none"> <li>Support the recovery and rehabilitation of Wolli Creek and its foreshore areas as a priority Green Grid corridor</li> <li>Be capable of creating a new and innovative land use composition in Sydney, integrating employment (i.e. industrial, commercial and light industries) and residential uses within a</li> </ul>	<ul style="list-style-type: none"> <li>Following community consultation undertaken by the Department of Planning and Environment in 2017/2018 for Turrella and Bardwell Park, further planning of these areas was returned to Council. Council will investigate opportunities for these areas in the short term (1-5 years). Page 57 of the LSPS.</li> <li>The ECDP retain and manage directive is adopted until Council has completed its Bayside Centres and Employment Lands</li> </ul>

	<p>purpose-built urban setting specifically designed to ensure their successful co-location.</p> <ul style="list-style-type: none"> <li>• Reduce the environmental impact on Wolli Creek, clean up existing contaminated land and improve environmental sustainability.</li> <li>• Enable the future retention, management and growth of urban services uses within the Precinct by reimagining the way these uses occur in an urban context. This will also create opportunities for urban services to be enhanced and modernised to ensure these uses can feasibly operate into the future.</li> <li>• Provide an opportunity to re-imagine the employment function of Turrella to deliver substantial employment growth by within targeted desirable employment sectors including health, education and information, communications and technology.</li> <li>• Enable the delivery of new market and affordable housing that will support housing diversity within the area.</li> <li>• Will deliver more housing and jobs in the local area, both of which are integral to achieving the 30-minute city.</li> <li>• Support the delivery of new infrastructure to support the current and future population, and which is specifically aimed at fostering a more diverse and resilient community.</li> <li>• Deliver a high quality and sustainable urban environment through good access to parkland, public transport, community services and environmentally sustainable buildings.</li> </ul> <p>The following updates to the LSPS are suggested:</p> <ul style="list-style-type: none"> <li>• Update Action 6.1 to include industrial lands as part of investigations for new housing at Bardwell Park and Turrella.</li> <li>• Amend Action 18.1 to reflect the following: Retain and manage industrial and urban services and business park <u>land</u> space to support local need generated by small business parks, business and trade supplies and population services such as smash repairs and storage.</li> </ul>	<p>Strategy and refer previous comments regarding studies/strategies. Action 17.1 refers to retain and manage and 17.2 refers to review of the planning controls to ensure emerging trends in the employment sector is embedded as an action in the LSPS. The Bayside Centres and Employment Land Strategy may identify uses/controls that may need to be implemented through land use planning.</p> <ul style="list-style-type: none"> <li>• Council is preparing a number of studies and strategies that when finalised will guide these investigations, including a Local Housing Strategy and a Centres and Employment Lands Strategy.</li> </ul> <p>Note comments above.</p>
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10	<ul style="list-style-type: none"> <li>The delivery of more medium density housing should not be at the cost of restricting the development potential of existing sites.</li> <li>Maintain existing residential development opportunities within the R3 Medium Density zone under the Botany LEP, including additional provisions for large sites.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing. The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> </ul>
	<ul style="list-style-type: none"> <li>Remove reference to potential introduction of a restriction on subdivision in IN1 General Industrial zone as it is a matter under consideration by the DPIE and would in any event not achieve its intended outcomes and would detrimentally impact on the role of urban service needs of the Eastern City.</li> </ul>	<ul style="list-style-type: none"> <li>Action 14.3 Review of minimum lot size responds to the issue identified in the ECDP that subdivision of large blocks of land to less than 2 ha is eroding the freight and container handling function of surrounding industrial zoned lands (productivity page 70). This is being reviewed as part of the Bayside Centres and Employment Land Strategy.</li> </ul>
	<ul style="list-style-type: none"> <li>Land in the northern part of the suburb of Botany, including 1024-1044 Botany Rd, is identified as strategic economic land. Extending the existing Mill Stream and Botany Wetland Open Space corridor over this strategically important employment land is not supported. Exclude privately owned land, including the identified Strategic Economic Land from the Mill Stream and Botany Wetland Open Space Corridor as shown in the diagram entitled Environmental Structure Plan.</li> <li>The current trends indicate a small decrease in the number of dwelling- houses and an increase in the number of semi-detached/row/terrace housing but a significant increase in the number of flats or apartments. Any changes to current development controls to encourage more medium density dwellings such as semi-detached, row or terrace housing should not be at the expense of existing areas which permit apartment developments including sites in the R3 Medium Density zone such as 97 Banksia St. No down zoning of R3 medium density should occur.</li> </ul>	<ul style="list-style-type: none"> <li>The Mill Stream and Botany Wetlands Open Space Corridor is identified in the ECDP (Figure 21). It includes land in both public and private ownership. The vision is for the existing open space being supported on adjoining land through appropriate landscaping (native trees, shrubs, and grasses) if/when redeveloped. It does not mean council will acquire the land or prevent redevelopment of the land.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing. The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> </ul>

11	<ul style="list-style-type: none"> <li>• Supports Planning Priority 8 – Provide affordable housing that is affordable.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>
	<p>Would like the following matters be considered in the preparation of the Affordable Housing Policy (Action 8.1).</p> <ul style="list-style-type: none"> <li>• Complete a Local Housing study which identifies demographic changes over time impacting on housing demand by household type, tenure, and price.</li> <li>• Identify sites and precincts suited for additional housing provision and where rezoning will give rise to the requirement for affordable housing provision subject to viability.</li> <li>• Establish an affordable housing target for the Council and determine how and where affordable housing will be developed. Noting that the District Plan provides for 5-10% of additional residential development created through up zoning to be provided for affordable for very low to low income households subject to development feasibility. Some sites may support higher targets.</li> <li>• Continue to identify and finalise mechanisms for delivering affordable rental housing through the planning system and/or by leveraging other opportunities available to the council such as partnering with registered community housing to redevelop council owned land.</li> <li>• Identify how the council will work in partnership with community housing providers and the NSW and federal governments to deliver affordable rental housing in their community.</li> <li>• Work with community housing providers and the private sector to develop well designed innovative forms of affordable housing appropriate to their context along transport corridors and in identified growth centres and precincts that are able to provide the additional diverse supply needed to meet the community's needs.</li> <li>• Consider consolidating Affordable housing provision on well-located sites (avoiding unacceptable concentrations) to achieve efficiencies.</li> </ul>	<ul style="list-style-type: none"> <li>• The matters raised in the submission will be considered in the preparation of the Housing Affordability Policy.</li> </ul>



	<ul style="list-style-type: none"> <li>Investigate whether new generation boarding houses should only be allowed if developed with and managed by a community housing providers to ensure they are rented at affordable rents.</li> <li>Work with State government to improve the effectiveness and tighten the AHRSEPP provisions to ensure developers availing themselves of incentives in the AHRSEPP for residential flat buildings are required to ensure affordable housing is managed by CHPs and targeted at affordable rents for income eligible households</li> </ul>	
12	<ul style="list-style-type: none"> <li>Goodman seeks further explanation and detail about the following proposed projects as they are located in close proximity to Goodman's Southend Distribution Centre, Airgate Business Park and Heritage Business Park: A mass transit link connecting the south eastern suburbs to the CBD; and -A City Serving Transport Corridor Goodman acknowledges that these projects have been identified in the Draft LSPS as "proposed projects" and are therefore subject to finalisation. As such, Goodman seeks the opportunity to work with Council to discuss the successful provision of these infrastructure projects whilst ensuring the mitigation of potential impacts on surrounding land uses, including our assets.</li> <li>Current planning controls for industrial lands must be reconsidered to: 1) Optimise and enhance the use, function and output of existing general industrial zoned land where contextually appropriate by encouraging innovative built form, design and density; and 2) Encourage urban renewal in existing industrial zoned land where contextually appropriate and accessible in response to the shifting job demands and employment landscape without jeopardising job targets.</li> <li>Goodman seeks Council's support in exploring the supply and viability of existing industrially zoned precincts, and note the</li> </ul>	<ul style="list-style-type: none"> <li>The Transport network map (Figure 13) is based on the TfNSW Future Transport 2056. These projects are visionary and TfNSW is best placed to respond to this.</li> <li>Noted. The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> <li>The ECDP retain and manage directive is adopted until Council has completed its Bayside Centres and Employment Lands</li> </ul>

	<p>Urban Taskforce concludes:</p> <ol style="list-style-type: none"> <li>1) There is no shortage of industrial land across Sydney;</li> <li>2) The 'retain and manage' approach to industrial land is too restrictive; and</li> <li>3) Restrictions on industrial land will eliminate development sites with the potential to increase precinct-based employment and deliver public facilities, amenities and services.</li> </ol> <ul style="list-style-type: none"> <li>• As technology improves and the types of services in demand change, there are opportunities to provide industrial land at higher densities, optimising land use efficiency through a general shift in warehousing and distribution, including the following trends: <ol style="list-style-type: none"> <li>1) Online retailing;</li> <li>2) Automation;</li> <li>3) High bay warehousing; and</li> <li>4) Multi-level warehouse.</li> </ol> </li> </ul> <p>Strategies for retaining and protecting industrial land must be viewed in the context of these new developments, otherwise the land will not meet end users' requirements and subsequently risk vacancy periods or be occupied by low employment generating land uses.</p> <ul style="list-style-type: none"> <li>• Council should consider flexibility of height restrictions in industrial zones to cater for high bay and multi-level warehouse opportunities. These new developments also provide the opportunity for consolidation of existing industrial lands and potential freeing up of strategically located industrial lands, to be converted for higher order employment generation and residential uses.</li> </ul>	<p>Strategy Action 17.1 refers to retain and manage and 17.2 refers to review of the planning controls to ensure emerging trends in the employment sector is embedded as an action in the LSPS.</p> <ul style="list-style-type: none"> <li>• Bayside Centres and Employment Land Strategy will be placed on public exhibition in 2020.</li> <li>• The Bayside Centres and Employment Land Strategy may identify uses/controls that may need to be implemented through land use planning (refer Actions 17.2).</li> </ul>
	<ul style="list-style-type: none"> <li>• Investigation rezoning of Sir Joseph Banks Industrial Estate to allow mixed use development.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. The Bayside Centres and Employment Land Strategy will provide an evidence base and recommendations in relation to</li> </ul>

	<ul style="list-style-type: none"> <li>Potential mixed uses at the site may present the following opportunities aligned with Council's Planning Priorities B7 &amp; B8 to provide choice in housing to meet the needs of the community and assist with housing affordability for the locality and wider LGA, in that it would:             <ul style="list-style-type: none"> <li>Enable Migration of low-cost, low employment yield warehouse and distribution users to Port Botany, freeing up the site for urban consolidation in close proximity to strategic and local centres with good access to local services. This urban renewal provides opportunity for increased density, higher order and more appropriate commercial uses more befitting of the location.</li> <li>The potential greater mix of employment uses on the site, in close proximity to housing, may reduce travel needs.</li> <li>Provide a diversity of dwellings and assist the LGA to accommodate the additional 26,000 people who are anticipated to move to the LGA by 2026.</li> <li>Transit oriented residential development within proximity to public transport such as local bus links, enabling business and residential travellers to optimise the use of public transport and reduce car dependency.</li> <li>Potential community benefit through planning agreements and provision of public open spaces and other amenity. This could be achieved through considered and holistic master planning of the site.</li> <li>Removing heavy vehicle traffic from the local road network, reducing traffic congestion in the surrounding local network and consolidating industrial and warehouses uses on site with greater access to major arterial roadways, freight</li> </ul> </li> </ul>	<p>the employment lands and centres. This will be placed on public exhibition in 2020. The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</p> <ul style="list-style-type: none"> <li>The matters raised in the submission will be considered in future amendments of the Bayside LEP.</li> </ul>
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	network and gateways.	
	<ul style="list-style-type: none"> <li>Goodman has three assets located within an area of land identified by Council as 'Strategic Economic Land'. These three assets include the: <ul style="list-style-type: none"> <li>Southend Distribution Centre</li> <li>Airgate Business Park; and</li> <li>Heritage Business Park.</li> </ul> </li> </ul> <p>Goodman is seeking clarification from Council as to the purpose and/or function of this identified area of land, as this is not specified in the Draft LSPS. As a major landowner in this area, Goodman requests that Council inform us and other relevant stakeholders of any pending plans or upcoming changes for the area prior to the finalisation of the Bayside LSPS. Collaboration with Council on these and any upcoming projects which may involve our Bayside assets appreciated.</p>	<ul style="list-style-type: none"> <li>The Structure Plan has been amended and now identifies only the industrial lands. Also refer to Figure 12.</li> <li>The Bayside Centres and Employment Land Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be placed on public exhibition in 2020. The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> </ul>
13	<ul style="list-style-type: none"> <li>The Draft LSPS needs to acknowledge the critical importance retail trade plays in the employment space and recognise the importance that larger format retail developments play in supporting both the 'liveability' and 'productivity' planning priorities and actions of the Draft LSPS.</li> <li>While acknowledging that the need to strengthen centres in relation to pedestrian connectivity, the role of car based retailing should also be considered and planned for in growing centres. It is suggested that a relevant action for Council to work with businesses to attract new investment be included in the document to support the planning policies associated with the jobs for the City goal.</li> <li>Supports protecting and managing urban services land to meet the needs of the local community however it notes that these areas should be open to retail operations as they provide land opportunities to cater to emerging urban services and retailing concepts such as large floor area retailing. Actions to increase building heights and floor space will support the growth into</li> </ul>	<p>Planning Priority 15 has been amended to refer to "and centres" with a new Action 15.8 referring to retail floor space to meet future demand. Planning Priority 5 actions have been amended to refer to the need for local and neighbourhood centres to meet the daily needs of local residents.</p> <ul style="list-style-type: none"> <li>Noted. The Bayside Centres and Employment Land Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be placed on public exhibition in 2020.</li> <li>Noted. The Bayside Centres and Employment Land Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be placed on public exhibition in 2020.</li> </ul>

	<p>these emerging concepts facilitating enhanced economic growth and increased competition in the market.</p> <ul style="list-style-type: none"> <li>For established Centres, should consider additional commercial and retail space to accommodate additional employment generating land uses with an aim at supporting the projected high density residential growth.</li> <li>It is recommended that whilst consultation is included in the Draft LSPS, it should not be limited to just neighbouring LGA's and government agencies but rather should include other key stakeholders such as the private sector. Specific planning priorities and actions could be included in the Draft Strategy to strengthen the involvement of local business and the development industry;</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Bayside Centres and Employment Land Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be placed on public exhibition in 2020.</li> <li>Noted for future engagement.</li> <li>The Bayside Centres and Employment Land Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be placed on public exhibition in 2020.</li> </ul>
14	<ul style="list-style-type: none"> <li>Greater emphasis should be placed on the role of local centres as Council has stated it seeks to minimise road traffic. The LFRA supports Specialised Retail Premises away from major centres to better support the local community.</li> <li>To better achieve Planning Priority 2, Council must ensure that mixed-use zones are applied over a range of areas to permit a diversity of uses including Specialised Retail Premises.</li> <li>The inclusion of 'Specialised Retail Premises' use should be permissible in other land use zones. In addition, where 'Specialised Retail Premises' are permissible, consideration of shops and business premises capped to a maximum gross floor area should be permissible to support the viability of 'Specialised Retail Premises'.</li> <li>To reinforce the critical importance of Large Format Retail, we recommend that an action be included as part of 'Planning Priority 19 – Support the growth of targeted Industry Sectors' that recognises the significance of Large Format Retail to the local economy and that sets actions to investigate further opportunities to accommodate growth in this sector.</li> </ul>	<ul style="list-style-type: none"> <li>Bayside Centres and Employment Land Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be placed on public exhibition in 2020.</li> <li>See above comment. The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> <li>Noted. Refer comments above.</li> <li>Noted. Refer comments above.</li> </ul>

15	<ul style="list-style-type: none"> <li>The LSPS must strike an appropriate balance between preserving the character of particular areas in the LGA and accommodating growth. The Draft LSPS promotes medium-density housing options.</li> <li>It is recommended that upon the completion of the finalised LSPS, Council explore high density housing options, the 'missing middle' in lower density and character areas where the use of the Medium Density Code will assist in delivering more diverse housing typologies.</li> <li>It is recommended that Council include an action to investigating Build to Rent models in commercial zones, consistent with the treatment of certain residential uses such as hotels.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Bayside Housing Strategy is currently in preparation and will be placed on exhibition March 2020.</li> </ul>
16	<ul style="list-style-type: none"> <li>Council must continue to investigate precincts to do the 'heavy lifting' in relation to the accommodation of additional residential density, particularly in locations with high levels of amenity and accessibility to the Sydney CBD, which is a major centre for employment. Doing so will ensure more sensitive areas can retain their low scale character. Precincts such as Cook Cove, Brighton and Eastgardens are potential locations and should be further investigated by Council.</li> <li>It is recommended that in the finalised LSPS Council include an action to investigating Build to Rent models, especially in the strategic centre of Mascot – Green Square.</li> <li>Council should investigate other precincts for housing, including Cook Cove, Brighton and Eastgardens.</li> </ul>	<ul style="list-style-type: none"> <li>It is noted that the ECDP Action 16(d) requires a Council's housing strategy to meet the requirements of A Metropolis of Three Cities Objective 10. This requires Council to identify where housing targets can be achieved in the 6-10 year time frame that aligns with existing and proposed local infrastructure. The alignment of growth and transport infrastructure is key to achieving "more housing in the right locations". Refer to Actions 1.3, 6.1, 6.4 and 12.4.</li> <li>Noted for further consideration as part of the Bayside Housing Strategy.</li> <li>Refer to comments above.</li> </ul>

		transport infrastructure is key to achieving "more housing in the right locations". Refer to Actions 1.3, 6.1, 6.4 and 12.4.
	<ul style="list-style-type: none"> <li>It is requested that Ramsgate Beach is recognised in the LSPS as an area for growth, not specifically tied to the future visionary mass transit link, but rather due to its own strategic merits. It is requested that the area north of the centre, as identified in Figure 1 be earmarked as an investigation area for future higher density residential growth.</li> </ul>	<ul style="list-style-type: none"> <li>The matters raised in the submission will be considered in future amendments of the Bayside LEP.</li> </ul>
17	<ul style="list-style-type: none"> <li>It is recommended that Bayside Council publicly exhibit all of the technical studies public to ensure transparency and provide the opportunity for comment. The LSPS should not be finalised until all technical studies are prepared and the public has had the opportunity to comment on an updated LSPS and all supporting studies</li> </ul>	<ul style="list-style-type: none"> <li>All Greater Sydney Councils were required to have commenced the public exhibition of the draft LSPS by 1 October 2019 and are required to make the LSPS by 31 March 2020. Consequently the Bayside Strategies and Studies being undertaken do not inform this version of the Bayside LSPS. The Strategies Studies will be finalised, reported to Council and placed on public exhibition in March 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>It is concerning that the no specific place-based precinct planning has been included as part of the LSPS, this omission should be rectified prior to re-exhibition of the LSPS.</li> </ul>	<ul style="list-style-type: none"> <li>See above comment.</li> </ul>
	<ul style="list-style-type: none"> <li>Clarity should be given as to when the proposed review of planning controls will occur, and commitment that this review will include meaningful consultation with landowners and key stakeholders to ensure that any changes meet the current and future needs of industry.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal. The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>Notes that this is reflected in Schedule 1 Additional Permitted Uses clause 9A of the BBLEP2013. These provisions must be maintained at a minimum in any subsequent new LEP. It is noted that not all commercial uses are incompatible with industrial and urban services lands and should not be prevented where they support the Airport's functions as an international gateway</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal, including Schedule 1 Additional Permitted Uses.</li> </ul>

	<ul style="list-style-type: none"> <li>We suggest that this statement is meaningless, as clause 4.15(1) of the Environmental Planning and Assessment Act 1979 requires: In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application: (b)the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality. Rather, we propose that where proposals are proximate to airport related uses they should be required to demonstrate that they have suitably designed out any existing or future external amenity impacts (e.g. acoustic impacts to be managed by new commercial developments being required to be designed to shield against high dbA levels) so as not to preclude future industrial uses from occurring proximate to the Airport and by extension protecting the Airport's function as an international gateway for passengers and freight.</li> </ul>	<ul style="list-style-type: none"> <li>Action 14.4 is not limited to development applications and has a wider application.</li> </ul>
	<ul style="list-style-type: none"> <li>Qantas endorses Council's goal of supporting the freight and logistics sector, however the definition of what constitutes 'a cutting edge environment' should be provided and clarified. Qantas believes that a 'cutting edge environment' is more than a set of land use controls. Rather, it requires investments in infrastructure including local, regional and State roads, communications infrastructure, and public and active transport networks.</li> </ul>	<ul style="list-style-type: none"> <li>Action 14.20 relates to land use planning. It has also been amended to make reference to eCommerce.</li> </ul>
	<ul style="list-style-type: none"> <li>The Structure Plan in the LSPS identifies areas as 'Strategic Economic Land' however there is no explanation to what constitutes this, especially noting that much of the Mascot Town Centre which is predominantly comprised of high density mixed use/residential developments is defined in the same way as the industrial and commercial lands to the south</li> </ul>	<ul style="list-style-type: none"> <li>The Structure Plan has been amended and now identifies only the industrial lands. Also refer to Figure 12.</li> </ul>
	<ul style="list-style-type: none"> <li>Funding mechanisms are identified as an action for investigation in the LSPS including a 'Developer Contributions Plan', Voluntary Planning Agreement Policy and an Affordable</li> </ul>	<ul style="list-style-type: none"> <li>The developer contributions plan is a Local Infrastructure Contributions Plan (s7.11 and s7.12 of the EPA Act) and a Voluntary Planning Agreement Policy sets out how Council will</li> </ul>



	Housing Policy. There needs to be further details regarding these actions and how they propose to interface with the existing s7.11 Contributions Plan as they have significant impacts on future investment in Bayside. The process to update funding mechanisms should be transparent and allow for the public and industry to comment.	negotiate a planning agreement (s7.4 EPA Act), and the affordable housing policy will set out how Council will seek contributions for affordable housing. Community consultation will be undertaken as part of this process, with a Local Infrastructure Contributions Plan currently in preparation and will be exhibited in 2020.
18	<ul style="list-style-type: none"> <li>The LSPS should recognise that housing affordability is an issue within the area. It should include some high-level measures of this need such as the proportion of households in the area who are in housing stress, and/or the proportion of very low and low income households in the area. The LSPS should commit to further quantifying and measuring the need for affordable housing within the LGA as a component of an LHS.</li> </ul>	<ul style="list-style-type: none"> <li>Council is finalising a Local Housing Strategy and will be preparing a Housing Affordability Policy (refer Bayside Planning Priorities 6 and 8). This evidence base and recommendations require to be completed to establish a Bayside policy position.</li> </ul>
	<ul style="list-style-type: none"> <li>The LSPS should commit to developing a comprehensive LHS based on current housing growth, housing demand and growth trends. The LSPS should make clear that the LHS will identify and prioritise areas for growth. The LSPS should also state that the LHS will integrate principles related to affordable housing, including potentially a Local Affordable Housing Strategy and/or specific Affordable Housing programs.</li> </ul>	<ul style="list-style-type: none"> <li>Refer above comment.</li> </ul>
	<ul style="list-style-type: none"> <li>LSPS should recognise that increasing the number of affordable dwellings in the area is a key component of liveability and a strategic priority in the context of the LSPS. The LSPS should commit to locally appropriate strategies for growing the number of dwellings that are affordable to people on very low to moderate incomes. This can include planning mechanisms that encourage housing diversity but shouldn't be limited to them as they are unlikely to address the affordable housing need without further targeted intervention. A commitment to other value capture mechanisms that allow for delivery of affordable housing through rezoning is also strongly desirable, however, might not be practical for all local government areas due to differences in rezoning potential.</li> </ul>	<ul style="list-style-type: none"> <li>Local Infrastructure Contributions Plans (s7.11 EP&amp;A Act), VPA policies and an affordable housing policy when drafted will be open for public comment through the exhibition. These will need to have an evidence based underpinning the recommendation. This work is currently in progress. A VPA policy will provide transparency to the process. Refer Actions 4.5, 4.6, and 8.2, 8.3 and 8.4.</li> </ul>
	<ul style="list-style-type: none"> <li>The LSPS should commit to the promotion or facilitation of housing diversity through local planning controls and</li> </ul>	<ul style="list-style-type: none"> <li>Refer Action 7.1 and new action at 7.1 (d) relating to a review of the DCP to include universal design principles</li> </ul>

	initiatives. The LSPS should also commit to new residential development that caters to households with specific accessibility and adaptability needs.	
	<ul style="list-style-type: none"> <li>The LSPS should recognise that culturally and socially diverse communities are inclusive, healthy and creative. Ideally this means a percentage of all new residential development should be dedicated to affordable housing, preferably delivered on site, to ensure social mix.</li> </ul>	<ul style="list-style-type: none"> <li>Noted for consideration in developing the Affordable Housing Policy.</li> </ul>
	<ul style="list-style-type: none"> <li>The LSPS should recognise that housing affordability is a complex issue that needs to be tackled by all levels of government. The LSPS should recommend further advocacy by Council to the NSW and Australian Governments for more social and affordable housing to be developed in the local area, to be funded by mechanisms outside of the planning system such as state and federal budgets. This might also include recommendations for Council to tackle housing affordability issues at the metropolitan and regional level, for example through collaboration with other LGAs, to advocate for development of a Regional Affordable Housing Strategy to operate across council borders.</li> </ul>	<ul style="list-style-type: none"> <li>Action 8.5 has been amended to refer to “key agencies and other stakeholders”.</li> <li>Noted for consideration in developing the Affordable Housing Policy.</li> </ul>
	<ul style="list-style-type: none"> <li>The evidence outlined in the LSPS could be further developed to strengthen the evidence base to inform actions. While the Background paper does include some information such as median dwelling price (figure 16, page 19.) and levels of rental affordability, it does not include relevant information that is essential to assessing affordable housing need such as the proportion of total and lower income households in housing stress, rental stress and mortgage stress, median rent and median income, median prices of detached and attached dwellings, current affordable housing stock and social housing stock, etc.</li> <li>We recommend completing this research for integration into the final LSPS adopted by Council or that this evidence is integrated retrospectively in the LSPS and the LHS, which will allow a stronger evidence base for actions, ensure the need is appropriately assessed and responded to as part of the</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing. This will be placed on exhibition March 2020.</li> <li>Noted. The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal. Recommendations from the adopted Housing Strategy will be considered in a later planning proposal.</li> </ul>

	<p>reviews of the LEP and the DCP, and provide baseline data for performance monitoring.</p> <ul style="list-style-type: none"> <li>• We recommend for a specific affordable housing strategy considering where and how affordable housing dwellings will be described to be developed as part of the LHS.</li> <li>• In line with the latest Australian Infrastructure Audit, which recognised housing as infrastructure for the first time, we recommend that Council specifically recognise affordable housing as essential social and economic infrastructure in its LSPS. This could be done in Planning Priorities 1, 2 or 3 and the Social Infrastructure Strategy being prepared by Council (Action 4.1, 4.2) should include some consideration of affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer Action 8.1 - Prepare an affordable housing policy.</li> <li>• The Social Infrastructure Strategy in preparation includes open space and recreation and community services and facilities. Affordable housing is considered under Planning Priority 8.</li> </ul>
	<ul style="list-style-type: none"> <li>• Recommend the inclusion of more specific guidance around delivery of residential dwellings informed by universal design principles, either in the LSPS or at a later stage in the LHS and then the DCP: <ul style="list-style-type: none"> <li>· That all new apartment development achieves the silver level of the LHDG, allowing 'visitability' of dwellings for people with mobility issues</li> <li>· That a proportion of all new residential development achieves the gold or platinum level of the LHDG</li> <li>· That a proportion of all new development in the LGA, including low and medium density housing, achieves the silver level of the LHDG, allowing 'visitability' of dwellings for people with mobility issues.</li> </ul> </li> <li>• Housing diversity should be delivered at the local, neighbourhood level, and not simply in certain areas while leaving established, more affluent areas unchanged. Change and development should deliver increased amenity and benefits for lower income households and the communities in which they live.</li> </ul>	<ul style="list-style-type: none"> <li>• The matters raised in the submission will be considered in the development of the Bayside DCP 2020. A new Action has been inserted at 7.1(d) Review the built form controls to include universal design principles.</li> <li>• Noted for consideration in developing the Affordable Housing Policy.</li> </ul>

	<ul style="list-style-type: none"> <li>We are concerned, however, that there are no other monitoring indicators to measure success regarding better housing affordability in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Greater Sydney Commission's Performance Indicators in the Pulse of Greater Sydney has identified the measurement of affordable rental housing as a future measure. Note the Implementation section has now been revised.</li> </ul>
19	<ul style="list-style-type: none"> <li>The Cooks Cove Regional Sporting Facility Master Plan (CCRSFMP) submission requests Council consider the inclusion of a "Regional Sporting Facility" located at the Cooks Cove South Precinct. The proposed facility would address the shortage of recreational and sporting facility infrastructure in the region. It is noted, Banksia has been identified in the LSPS as a priority area and it is noted the Cooks Cove Open Space Corridor is listed as No 1. Priority on the LSPS Environmental Structure Plan.</li> <li>The Cooks Cove Regional Sporting Facility Master Plan (CCRSFMP) included with this submission provides for the development of facilities for sports including Biathlon, BMX, Ice Hockey, Ice Racing, Ice Skating, Snooker &amp; Billiards, Table Tennis, Golf, Cricket, Basketball, Futsal Hall. Other hall sports and community activities include Table Tennis, Volley Ball, Judo, Karate &amp; Pilates.</li> <li>The Cooks Cove Regional Sporting Facility Master Plan (CCRSFMP) has been created after careful consideration and study of design elements and principles relating to the local region and natural environment. The Cooks Cove Regional Sporting Facility Master Plan (CCRSFMP) principles that underpin the plan               <ol style="list-style-type: none"> <li>1. Develop and incorporate a Cooks Cove South ecological strategy</li> <li>2. Develop a comprehensive and interconnected strategy for open and active and recreational spaces that adds value to the community</li> <li>3. Ensure safe and appropriate connectivity</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>A Social Infrastructure Strategy is currently being prepared. This will include an analysis of open space and recreation as well as community facilities and services. It will be placed on exhibition in March 2020. This will provide the evidence base to allow council to plan for open space and recreation across the LGA. The Master Plan will be considered as part of this process.</li> <li>Noted.</li> <li>Noted. Council is or will be preparing a number of strategies and studies that may be relevant to this including an Environmental Strategy, Biodiversity Strategy, a Water Management Strategy, an Urban Tree Strategy, as well as Masterplans for the Rockdale Wetlands Open Space Corridor.</li> </ul>

	4. Develop suitable, compact and interconnected sports hall facilities	
	<ul style="list-style-type: none"> <li>It would be appreciated if Council were to consider the preparation of a site specific DCP for the Cooks Cove Regional Sporting Facility Master Plan (CCRSFMP). It is envisaged the CCRSFMP DCP would articulate the objectives and performance measures that Council considers relevant and appropriate.</li> <li>It would be appreciated if Council were to consider the inclusion of specific references to the newly created CCRSFMP DCP in a future LEP or site specific LEP .</li> </ul>	<ul style="list-style-type: none"> <li>It is envisaged that a Park Plan of Management and Master Plan will be developed for the site.</li> <li>Park Plans of Management provide the overarching management document for parks (under the Local Government Act) and these do not relate to LEPs.</li> </ul>
20	<ul style="list-style-type: none"> <li>The supporting technical studies such as the Housing Strategy were not exhibited alongside the LSPS. Without the accompanying technical studies, the evidence base underlying the structure plan, priorities, actions and commitments within the LSPS cannot be verified. It is therefore recommended that these documents are exhibited prior to adoption of the LSPS.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Local Housing Strategy will provide an evidence base and recommended strategies for housing in the LGA. The state government requires all Greater Sydney Councils to have their LSPSs made by 31 March 2020 and means the strategy cannot underpin this LSPS. A review of the LSPS will commence in 2020 with the new term of Council.</li> </ul>
	<ul style="list-style-type: none"> <li>A number of sites owned are zoned R3 – Medium Density Residential however, they are not currently afforded appropriate development standards that allow for economically viable development to occur. The development standards that apply in each zone and in particular the R3 zone should be reviewed.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> </ul>
	<ul style="list-style-type: none"> <li>We request that there is a review of the medium density controls and the capacity for sites within the R3 zone to accommodate infill development, in particular areas close to green public open space, adequate access to public transport and are proximate to local centres and services.</li> </ul>	<ul style="list-style-type: none"> <li>Note comments above regarding the Bayside Local Housing Strategy and harmonisation of the LEPs.</li> </ul>
	<ul style="list-style-type: none"> <li>As a community housing provider, Council should give further consideration of the following matters to strengthen the ability of the LSPS to deliver on the challenges and opportunities facing the LGA and deliver on the state and council's policy agenda:</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Also refer Planning priorities 4, 5, 6, 7 and 8.</li> <li>The matters/specific sites raised in the submission will be considered in a future review.</li> </ul>

	<ul style="list-style-type: none"> <li>• Recognise sites that are suitable for up zoning (including revisiting height and FSR controls) to support greater housing choice throughout the neighbourhood, that:</li> <li>• Provides for convenient living options, in close proximity to a range of land uses;</li> <li>• Are located within the walking catchment of train stations and social infrastructure;</li> <li>• Respond to the changing demographics by providing differently dwelling typologies;</li> <li>• Recognise that despite some areas being suitably zoned, they are not currently afforded appropriate development standards that allow for economically viable development to occur; and</li> <li>• Consider the recommendations provided for a number of sites (included in Attachment of the submission).</li> </ul>	
21	<ul style="list-style-type: none"> <li>• Does not support medium density housing in the R2 Low density zone and boarding houses need to be strictly controlled.</li> <li>• Considers that semi-detached row and terrace homes have increased significantly, not as stated in the LSPS.</li> <li>• Clarification required on housing types and medium density development.</li> <li>• Would like to see protect heritage items, control development in the vicinity of heritage items and introduce heritage Conservation Areas.</li> <li>• Notes that if clearways proceed along Stoney Creek Road and Forest Road go ahead there may no longer be a Bexley Town centre at which to locate a train station.</li> <li>• Clarification on 7.1(b) – Harmonise the R2 and R3 residential land use table.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes are proposed to the R2 Low Density Residential Zone. Subject to meeting development standards, such as a minimum lot size, development such as dual occupancy is already allowed. Development of Boarding Houses is under the State Environmental Planning Policy (Affordable Rental Housing).</li> <li>• The number of semi-detached, row or terrace housing as apportion of total housing is 15.5%, with 84.5% of new dwellings being apartments.</li> <li>• Heritage Strategies are currently being prepared for both Aboriginal Heritage and Non Aboriginal Heritage. This includes consideration of new heritage conservation areas. This will be placed on exhibition March 2020.</li> <li>• Actions 10.3 and 11.3 refer to protection of heritage. Through the Environmental Planning and Assessment Act 1979</li> </ul>

		<p>identified heritage items and conservation areas would be included in the Bayside LEP 2020. This provides them with statutory protection.</p> <ul style="list-style-type: none"> <li>• Comment noted for Bexley.</li> <li>• Clause 7.1(b) refers to the harmonisation of the R2 and R3 residential zones. The former Rockdale and Botany LEPs took a slightly differing approach to permissible land uses within each zone. This harmonisation is between the R2 Botany and R2 Rockdale land use tables, heights and floor space ratios. A similar analysis needs to be undertaken for the R3 zone.</li> </ul>
22	<ul style="list-style-type: none"> <li>• These key messages pertaining to Cook Cove should be reinforced in the LSPS and the Planning Principles applying to Cooks Cove should be outlined in full: <ul style="list-style-type: none"> <li>• Cook Cove is one of three precincts identified in the Bayside West Precincts 2036 Plan, as reinforced by Ministerial Directions 7.9 and 7.10</li> <li>• It is also identified as a key urban renewal future infrastructure project for the LGA in the Bayside Community Strategic Plan</li> <li>• The rezoning of the Cook Cove precinct is subject to a separate assessment and approval process</li> <li>• Wherever reference is made in the LSPS and supporting documents to the Bayside West Precincts, in addition to the Arncliffe and Banksia precincts, we ask that the Cook Cove precinct also be referenced.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The SREP applying to the land establishes the primary planning framework applying to the land and it is appropriate for it to be shown on the structure plan at this stage. The Bayside West Precinct Plan 2036 was released September 2018. Only Arncliffe and Banksia were progressed by the Department of Planning and Environment. Local Planning Direction 7.10 (under section 9.1(2) of the EPA Act) identifies a number of planning principles that must be considered when a planning authority prepares a planning proposal for land subject to this SREP. Council is preparing a number of strategies that may be relevant to this site and these will be completed and placed on exhibition in March 2020.</li> </ul>
	<p>Structure Plan Map</p> <ul style="list-style-type: none"> <li>• The Cook Cove site should be mapped as an urban renewal area 'Planned Investigation (1-5 years)'</li> <li>• SREP33 should be removed from the Structure Plan legend as no other existing land use zoning is mapped and this does not reflect the current Local Planning Directions specific to the site (rather, it simply expresses the existing applicable statutory instrument)</li> </ul>	<ul style="list-style-type: none"> <li>• The strategies currently in preparation require to be completed.</li> <li>• The Three Ports State Environmental Planning Policy (SEPP) and the Cooks Cove Sydney Regional Environmental Plan (SREP) are mapped in the Land Use Structure Plan (Figure 3).</li> </ul>

	<p>Social Infrastructure Structure Plan</p> <ul style="list-style-type: none"> <li>Private and publicly owned open space should be categorised differently for transparency</li> </ul>	<ul style="list-style-type: none"> <li>Figure 6 Social Infrastructure Structure Plan identifies private and publically owned open space.</li> </ul>
	<p>Infrastructure and Collaboration</p> <ul style="list-style-type: none"> <li>A new action is recommended to be inserted into the LSPS to seek the following: successful delivery of the Bayside West Precincts 2036 urban renewal area of Arncliffe, Banksia and Cook Cove</li> </ul>	<ul style="list-style-type: none"> <li>Refer above comments in relation to the completion of studies.</li> </ul>
	<p>Liveability</p> <ul style="list-style-type: none"> <li>A new action is recommended to acknowledge the importance of Cook Cove in Bayside's strategic planning timeline as follows: Continue to collaborate to finalise planning for the implementation of the new Cook Cove local centre.</li> </ul>	<ul style="list-style-type: none"> <li>Refer above comments in relation to the completion of studies.</li> </ul>
	<p>Sustainability</p> <ul style="list-style-type: none"> <li>A new action is recommended to be inserted into the LSPS to acknowledge the following as a key green corridor priority: the Cooks River 'Bay to Bay' Open Space Corridor</li> <li>A new action is recommended to clarify that "the protection of existing open space" does not include privately owned freehold land within golf courses such as the Kogarah Golf Club, which is to be investigated for transformation as a new mixed-use local centre in accordance with Local Planning Directions 7.9 and 7.10</li> </ul>	<ul style="list-style-type: none"> <li>The Priority Green Grid Corridors identified in Action 20.5 for the preparation of Masterplans are those corridors that State Government has identified as a priority for Bayside and has provided funding to help Council undertake the work.</li> <li>Action 4.7 refers to State government land and continuing use of land as public open space.</li> </ul>
	<p>Supporting document: Bayside Centres and Employment Lands Strategy Background Paper</p> <ul style="list-style-type: none"> <li>This supporting document states that "Cooks Cove... provides 135 hectares of potential industrial land...". This statement is incorrect. Cook Cove is currently a mixed-use zone under its 'Trade and Technology' classification, is predominantly zoned open space (approximately 80%), and is subject to Trust land affectations and Community land classification that Council determined would prohibit the land being used in such a manner. Moreover, in the endorsed Strategic Plans, Cook Cove</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Employment Lands Strategy is currently being prepared and prior to exhibition will be reviewed for correct reference.</li> </ul>



	<p>is not identified as an Industrial Precinct, but rather as an Urban Renewal Area.</p> <ul style="list-style-type: none"> <li>Cook Cove is one of three precincts identified by the Bayside West Precinct 2036 Plan. This should be acknowledged by this supporting document.</li> </ul>	Note previous comment.
	<p>Supporting document: Land Use Limitations Study</p> <ul style="list-style-type: none"> <li>Reference is made in the LSPS to this supporting document. The proponent requests further discussions with Council to understand the implications if any, on the Cook Cove site.</li> </ul>	<ul style="list-style-type: none"> <li>This study is being finalised and will placed on public exhibition in March 2020.</li> </ul>
	<p>For the appropriate communication of the current status and strategic importance of the Cook Cove urban renewal area and to give effect to the Strategic Plans and Bayside West Precincts 2036 Plan, the following amendments to the LSPS Structure Plan and the Social Infrastructure Structure Plan are also requested:</p> <ul style="list-style-type: none"> <li>The use of the hatched shading for 'Trade and Technology' under SREP 33 is potentially misleading as it is the only current land use zone in the Structure Plan which is applied with a hatched shading typology. This is at odds with the other uses of hatched shading which are used for the purposes of planned future investigations</li> <li>The Private Recreation mapping category should be distinguished from public recreation / open space. For instance, the Kogarah Golf Club-owned freehold land should be categorised differently to Council or State government-owned open space;</li> <li>The dual east-west arrow linkages shown arbitrarily do not offer optimal connectivity in the region. It is suggested the northern arrow be re-directed to show connection from Bardwell Park through the Arncliffe urban renewal area to the Sydney Airport International terminal trade gateway</li> <li>The boundary colour utilised to mark the boundary of SREP 33 should be removed. The green used may be misleading as it appears to conflict with the location as a pedestrian/bike path in the same colour;</li> </ul>	<ul style="list-style-type: none"> <li>A number of amendments have been made to the LSPS Structure Plan (Figure 3). This includes changing the boundary marking for the SREP 33 lands and a reorganisation of the legend. The three Ports SEPP was already annotated on the Structure Plan.</li> <li>The east west arrows are general in nature. They do not reflect a particular route.</li> <li>Market gardens have been correctly identified.</li> <li>The Social Infrastructure Plan Figure 6 already shows Inaccessible/private open space. Map has been amended to remove water bodies on the golf course.</li> </ul>

	<ul style="list-style-type: none"> <li>many of the artificial water courses shown within the Kogarah Golf Club are inaccurate and to avoid miscommunication, should be removed;</li> <li>The market gardens are depicted as 'open space'. These areas are State heritage items which cover a significant area and need acknowledgment as heritage in the legend.</li> </ul>	
23	<ul style="list-style-type: none"> <li>The District Plan has specific objective 13 – "Environmental heritage is identified, conserved and enhanced," Planning Priority E6 – "Creating and renewing great places and local centres, and respecting the District's heritage."</li> <li>It is considered the Bayside Planning Priority 11 should take the same approach as the ECDP (objective 13 – "Environmental heritage is identified, conserved and enhanced," Planning Priority E6 – "Creating and renewing great places and local centres, and respecting the District's heritage."</li> </ul>	<ul style="list-style-type: none"> <li>Council has developed its own priorities, the first of which is to complete the heritage study to provide an evidence base. The Bayside LEP and Bayside Development Control Plan (DCP) 2020 will provide further controls.</li> </ul>
	<ul style="list-style-type: none"> <li>The ECDP Action 20 is required to be included in the Bayside Local Strategic Planning Statement as the District Plan states that this Action is the responsibility of Councils, other planning authorities and State agencies.</li> </ul>	<ul style="list-style-type: none"> <li>The EDCP Action 20 is being implemented through Action 11.1.</li> </ul>
	<ul style="list-style-type: none"> <li>The National Trust was disappointed to read that Bayside Planning Priority 1 includes Action 1.4. There is considerable community opposition to the construction of the M6 Stage 2 because of its environmental impacts and the commitment of major funding that would be better allocated to public transport.</li> <li>Considers this position does not accord with the planning priorities of the Greater Sydney Region Plan and ECDP - "reduced transport-related greenhouse gas emissions", "reduced energy use per capita" and "Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridor."</li> </ul>	<ul style="list-style-type: none"> <li>Action 1.4 is a policy position of council. A key objective is to remove vehicles from local surface streets if they are travelling through Bayside. These streets include Princes Highway, President Avenue and Grand Parade. The M6 Stage 1 will mean all vehicles exiting the tunnel will then pass through surface streets in the LGA even if they are transiting the LGA.</li> <li>Bayside LSPS includes a number of planning priorities under the themes of A city supported by infrastructure, A well-connected city, Jobs and skills for the city and An efficient city that relate to aligning infrastructure with new development, advocating for more public transport and reducing emission. The proposed M6 Stage 2 is one of the Transport Future 2056 projects and will mainly serve the traffic travelling through Bayside. It is not considered inconsistent with the Bayside LSPS Actions.</li> </ul>

	<ul style="list-style-type: none"> <li>While the former Council of the City of Botany Bay had two heritage conservation areas at Botany Town Centre and the Daceyville Garden Suburb, the former Rockdale City Council had no heritage conservation areas. In 1988/9 the National Trust listed eleven Urban Conservation Areas in the Rockdale City Council on the National Trust Register: - Precinct 1 - Bardwell Park Precinct 2 - Bexley North Precinct 3 - Kingsgrove East Precinct 4 - Bexley Precinct 5 - Bexley Park Precinct 6 - Seaforth Park, Bexley Precinct 7 - Banksia Precinct 8 - Brighton-le-Sands Precinct 9 - Kyeemagh Precinct 10 - Sunbeam Avenue, Kogarah Precinct 11 - Scarborough Park, Monterey</li> </ul>	<ul style="list-style-type: none"> <li>The Heritage Study currently in preparation has reviewed past heritage documentation, including previous recommendations for urban heritage conservation areas. This will be placed on public exhibition in March 2020.</li> </ul>
24	<ul style="list-style-type: none"> <li>To assist with the introduction of the Draft LSPS and eventual new Local Environmental Plan, the Council should include appropriate transitional arrangements to ensure that developers are not 'caught out'.</li> <li>Preparation of the Draft LSPS and comprehensive LEP should not delay processing of rezonings and development applications already lodged with council.</li> <li>Council should undertake advocacy as part of their communication strategy to assist the community understanding the need for, and benefits of higher density development in appropriate locations, and housing choice and diversity.</li> <li>Given that it can take between 3-5 years to progress a site from purchase, development approval, construction and</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal. No transition arrangements are required.</li> <li>Noted. Assessment of planning proposals is continuing through this process.</li> <li>78% of all new dwellings (7,246) in the period 2011-2016 have been a flat or apartment, with 46% of all households living in a flat or apartment. For almost half of the Bayside households, higher density living is a lived experience.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> </ul>

	completion, it is critical that the Draft LSPS acknowledge and accommodate future housing targets beyond 2021.	
	<ul style="list-style-type: none"> <li>The Draft LSPS must address future housing targets in detail, including identifying locations, heights and densities, in particular around future and existing transport hubs.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> </ul>
	<ul style="list-style-type: none"> <li>The Draft LSPS should ensure mixed use centres are planned for and encouraged in all centres. A 'commercial use only' approach should be avoided.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>The Urban Taskforce believes that in order to preserve the low-density character of the suburbs the Bayside LGA, density and height should be maximised around key transport hubs.</li> </ul> <p>The Draft LSPS be revised to include higher densities and heights around current and Future Transport 2056 nodes.</p>	<ul style="list-style-type: none"> <li>No heights are provided in the LSPS.</li> </ul>
	<ul style="list-style-type: none"> <li>The Urban Taskforce encourages council to adopt a site-by-site approach to the proposed rezoning of industrial land and encourage mixed-use development where possible.</li> </ul>	<ul style="list-style-type: none"> <li>The ECDP retain and manage directive is adopted until Council has completed its Bayside Centres and Employment Lands Strategy and refer previous comments regarding studies/strategies. The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres and placed on public exhibition in March 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>Development controls for the Kogarah Health and Education Collaboration Area should be flexible to permit a variety of development types, including residential, commercial, light industrial and others as appropriate. Strict controls will inhibit the organic formation of a truly innovative precinct.</li> </ul>	<ul style="list-style-type: none"> <li>The Kogarah Place Strategy is due to be released December 2019 and reported to Council. Action 3.2 refers to delivery of the Strategy by Council.</li> </ul>
25	<ul style="list-style-type: none"> <li>Growth in online retailing is driving innovation to respond to changing customer needs. Digital and physical spaces are increasingly merging, with customers choosing a combination of shopping at their local store and online. Potential hybrid retail and distribution models to cater to a new retail economy are being explored and supportive land use environments to</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>

	<p>encourage this flexibility to innovate.</p> <ul style="list-style-type: none"> <li>Recognising the need for greater flexibility and adaptability in the planning system to facilitate new retail ideas and formats, Council should undertake a review of existing land use tables to increase flexibility and allow for a greater range of uses in both mixed-use and industrial zones.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> </ul>
	<ul style="list-style-type: none"> <li>Promoting local neighbourhood retail renewal; avoiding ad hoc caps on supermarket sizes. As the population grows, infill development and renewal of existing retail strips will be required to keep pace with customer and community expectations, in addition to greenfield retail opportunities. The introduction of a neighbourhood supermarket definition in B1 zones by the Department of Planning in 2018, allowing Councils to restrict supermarket size to 1,000sqm (GFA). Applying a restrictive, blanket cap on supermarket sizes is not supported, as it may limit the ability to fully service community retail needs, see retail spend leaving local areas and in turn lead to increased traffic generation at a regional level.</li> </ul>	<ul style="list-style-type: none"> <li>Refer above comments.</li> </ul>
	<ul style="list-style-type: none"> <li>The coordinated provision and funding of road infrastructure to service new retail development is critical to managing the freight, servicing and delivery requirements of modern supermarkets and distribution centres. The location of retail in relation to key transport corridors should be carefully considered in the planning of any new retail centres. Coordination between councils and the State, in particular Transport for NSW, is needed to ensure that road networks can adequately service new and existing centres. Council should recognise how changes in retail demand, as well as innovation in transport methods, have fundamentally changed the traffic and transport impacts of retail development. For example, electric trucks may be capable of servicing stores outside of traditional loading hours, with minimal acoustic impacts. Similarly, online retailing lends itself</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Also note that TfNSW are developing the South Eastern Sydney Transport Strategy. Council is one of the stakeholders collaborating on this document.</li> <li>A Transport Strategy is being prepared and will be considering these issues. It will be placed on public exhibition in March 2020.</li> </ul>

	to deliveries scheduled outside of peak hours to better distribute traffic movements throughout the day. These, and other changes in retail impacts should be factored into development assessment and future consideration of development controls.	
	<ul style="list-style-type: none"> <li>Prioritising the provision of retail floor space in centres, while allowing flexibility for out-of-centre retail Supermarkets act as an anchor for specialty retail and local businesses, generating investment and business activity, and provide jobs close to where people live. There is a need to allow for growth in existing centres - and to provide for new centres - to meet forecast demand across a range of retail business types. The LSPS should allow for out-of-centre retail floor space, through the provision of appropriate zoning or the facilitation of planning proposals, where necessary.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> <li>Planning Priority 15 has been amended to refer to "and centres" with a new Action 15.8 referring to retail floor space to meet future demand.</li> <li>Planning Priority 5 actions have been amended to refer to the need for local and neighbourhood centres to meet the daily needs of local residents.</li> </ul>
	<ul style="list-style-type: none"> <li>Retail, industrial, health, education and residential uses can exist in a single location. From a retail perspective, there is an increased focus on blending online and physical retailing through additional hours of operations and delivery/collection services. This requires a more integrated supply chain and distribution network including some larger, more automated distribution centres as well as a potential network of smaller warehouses in metropolitan locations providing hybrid services.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>Woolworths recognises the need for development to contribute to important local and regional infrastructure. Infrastructure funding must be transparent, certain and equitable. Accordingly, the cumulative impact which layered contributions may have (local and State contributions, value capture mechanisms and VPAs), as well as uncertainty regarding the timing of those contributions, should be addressed. Certainty on required contributions is required to provide certainty to the industry.</li> </ul>	<ul style="list-style-type: none"> <li>Local Infrastructure Contributions Plans (s7.11 EP&amp;A Act), VPA policies and an affordable housing policy when drafted will be open for public comment through the exhibition. These will need to have an evidence based underpinning the recommendation. This work is currently in progress. A VPA policy will provide transparency to the process. Refer Actions 4.5, 4.6, and 8.2, 8.3 and 8.4.</li> </ul>
	<ul style="list-style-type: none"> <li>Provision should be made for out-of-cycle updates to the LSPS, or planning proposals that propose alternatives to the LSPS</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The LSPS has been amended to refer to a review in the next term of Council commencing in 2020. This review can</li> </ul>

	<p>where it can be demonstrated that its objectives and actions have been superseded or are no longer relevant.</p> <ul style="list-style-type: none"> <li>Many of the actions in the LSPS are general in nature, and the draft LSPS appears to rely heavily on completion of a number of other supporting studies. These studies should be exhibited, and any feedback taken on board prior to the finalisation of the LSPS. Ideally, the public should be given further opportunity to comment on the revised LSPS that is informed by these studies, as the future for Bayside LGA will be heavily dependent on the quality of the evidence base and the specificity of the resultant actions.</li> </ul>	<p>incorporate the recommendations from the completed strategies.</p> <ul style="list-style-type: none"> <li>All Greater Sydney Councils were required to have commenced the public exhibition of the draft LSPS by 1 October 2019 and are required to make the LSPS by 31 March 2020. Consequently the Bayside Strategies and Studies being undertaken do not inform this version of the Bayside LSPS. The Strategies and Studies will be finalised, reported to Council and placed on public exhibition in March 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>The actions in the draft LSPS are overly general and do not provide a great deal of detail around Council's future intentions for the LGA. Many of the actions are simply to prepare or finalise other studies or documents. As the LSPS becomes better informed by supporting studies, the actions should be further honed to provide more certain and specific directions.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer previous comments.</li> </ul>
	<ul style="list-style-type: none"> <li>The draft LSPS states that the ECDP "requires Bayside to retain and manage all existing industrial and urban services land, safeguarding them from competing pressures especially residential and mixed-use zones." It is recommended that Council take a progressive approach in the management of urban services lands. Specifically, Council should consider the suitability of other uses within urban services lands, such as retail, where it can be demonstrated that the primacy of industrial uses is maintained.</li> </ul>	<ul style="list-style-type: none"> <li>The ECDP retain and manage directive is adopted until Council has completed its Bayside Centres and Employment Lands Strategy.</li> </ul>
	<ul style="list-style-type: none"> <li>The draft LSPS identifies the role of local centres in providing critical local employment opportunities. As discussed throughout the submission, Woolworths is one of Australia's largest employers, employing people of diverse aged groups and skill levels. Woolworths will continue to provide local employment opportunities to the Bayside LGA. In response to a growing residential population, Woolworths seek for Council to address the role of supermarket retail in providing local employment opportunities. This is achieved by ensuring</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Refer previous comments on the Bayside Centres and Employment Lands Strategy.</li> </ul>

	planning controls within centres facilitate the expansion and the development of new supermarkets, in line with the needs of a growing population.	
	<ul style="list-style-type: none"> <li>The draft LSPS states that Bayside Council is on track to meet their target of 10,150 dwellings by 2021. In determining the location of new dwellings, the draft LSPS specifies that growth must have access to jobs and services, and that density should be located within a walkable distance of services and retail. Therefore, Woolworths reiterates that planning controls will need to accommodate supermarket retail within proximity of new residential communities. Further, Council should review its controls within existing centres to ensure that supermarkets can be accommodated.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 1.1: Woolworth recommends Council finalise the Bayside Transport Strategy, incorporating its findings within the finalise LSPS. In preparing the strategy, Woolworths recommends Council address the growth of supermarket delivery services and the resulting change to the 'last mile' distribution of goods, using smaller freight vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Transport Strategy will be finalised and placed on exhibition in March 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 2.1: In addressing the future of land use within the LGA, Woolworths recommends that Council consider planning controls that facilitate adequate provisions of supermarket retail. Further, infrastructure provisions, namely road infrastructure should respond to the future demand for freight and logistics.</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> </ul>
	<ul style="list-style-type: none"> <li>Action 4.5: Council should consider the cumulative impacts of development contributions. Cumulative development contributions should not impact the feasibility of development – particularly development that seeks to deliver additional local employment, such as retail.</li> </ul>	<ul style="list-style-type: none"> <li>Local Infrastructure Contributions Plans (s7.11 EP&amp;A Act), VPA policies and an affordable housing policy when drafted will be open for public comment through the exhibition. These will need to have an evidence based underpinning the recommendation. This work is currently in progress. A VPA policy will provide transparency to the process. Refer Actions 4.5, 4.6, and 8.2, 8.3 and 8.4.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 5.1: Critical to the formation of healthy communities is walkability. Council should ensure that local centres (including retail development) is able to be situated within walking</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Planning priority 5 has been amended to reflect this.</li> </ul>



	distance of residential communities. Further, supermarket retail should be facilitated within proximity of major transport nodes.	
	<ul style="list-style-type: none"> <li>Action 6.5: Locational criteria include proximity to jobs, services and retail. Therefore, Woolworths recommends Council allow for adequate provisions of supermarket retail within proximity to residential densities. This includes an expansion of existing supermarket retail within proximity of new residential densities.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be placed on public exhibition in 2020.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 9.7: In developing Local Centres Strategies for centres within the LGA, Woolworths recommends Council address the critical role of supermarket retail, in providing both retail amenity and local employment to the communities of Bayside.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The introduction to Planning Priority 15 has been amended to refer to the role of local centres. A new Action 15.8 has been inserted to ensure local centres have sufficient retail floor space to meet future demand.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 14.18: While reducing conflict with dangerous goods vehicles is an important safety consideration, this issue should not prevent large scale retail developments from occurring where it can be demonstrated that traffic conflicts can be appropriately managed.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. This would be a merit based assessment.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 15.1: In achieving the GSC's 30-minute concept, Woolworths seek for Council to ensure planning controls facilitate adequate provisions of supermarket retail be located within 30-minutes of residential densities. Further, supermarket retail should be located within a 30-minute commute using public transport services.</li> <li>Action 18.1: While urban services lands will continue to play a role in Bayside's local economy, Woolworths seeks for Council to consider the compatibility of other land uses within urban services lands. As noted throughout this submission, supermarkets are relying on greater distribution components to facilitate delivery services. Woolworths maintains that retail uses can co-locate with warehouse/distribution uses, therefore planning controls should be amended to facilitate this.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres.</li> <li>Noted. Refer above comment.</li> </ul>
	<ul style="list-style-type: none"> <li>Action 18.2: As above, Woolworths maintain that retail uses can co-locate with warehouse/distribution uses. As urban services lands become more compatible with other uses,</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres.</li> </ul>

	opportunities for urban renewal will arise. Accordingly, Council should be prepared to review planning controls (namely height of building and FSR) to catalyse renewal within these locations.	
26	<p>We would like to see language strengthened related to the LSPS in relation to affordable housing including:</p> <ul style="list-style-type: none"> <li>Placing greater focus and emphasis on the issue throughout the document. While the introductory section addresses the issue briefly and acknowledges the nature of the issue, and Planning Priority 8 specifically discusses affordability, the remainder of the document does not identify housing affordability and mix as a major priority.</li> <li>There should be an explicit inclusion of a numerical target for affordable housing. This is imperative as there is no clear commitment made in the LSPS Actions to a numerical target for affordable housing, despite its acknowledgement of the importance of the issue, and a brief recognition of the target set other reports and agencies. A target of 15% affordable housing (preferably delivered onsite and through a variety of planning mechanisms) should therefore be included within Priority 8, specifically referring to the Bayside LGA rather than Sydney in general.</li> <li>The explicit listing of specific planning mechanisms which will be used to support the delivery of affordable housing dwellings, including assistance from: <ul style="list-style-type: none"> <li>a. State and Federal Government agencies</li> <li>b. Private sector and local government</li> <li>c. Greater Sydney Commission, and</li> <li>d. Department of Planning and Environment; as well as</li> <li>e. seeking approval for SEPP 70 in Bayside LGA.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Council is finalising a Local Housing Strategy and will be preparing a Housing Affordability Policy (refer Bayside Planning Priorities 6 and 8). This evidence base and recommendations require to be completed to establish a Bayside Council policy position. The Bayside LSPS places housing and affordable housing under the Liveability Theme.</li> <li>The work to be undertaken in the development of an Affordable Housing Policy will provide the basis for specific targets. Refer Action 8.1.</li> <li>The work to be undertaken in the development of an Affordable Housing Policy which will provide the basis for specific targets. Refer Action 8.1.</li> </ul>
27	<ul style="list-style-type: none"> <li>Given the need outlined in the LSPS and experienced by our communities, I would like to see language strengthened related to the LSPS in relation to affordable housing including: Placing greater focus and emphasis on the issue throughout the document. While the introductory section addresses the issue briefly and acknowledges the nature of the issue, and</li> </ul>	<ul style="list-style-type: none"> <li>Council is finalising a Local Housing Strategy and will be preparing a Housing Affordability Policy (refer Bayside Planning Priorities 6 and 8). This evidence base and recommendations require to be completed to establish a Bayside policy position.</li> </ul>

	<p>Planning Priority 8 specifically discusses affordability, the remainder of the document does not identify housing affordability and mix as a major priority. This is a crucial point, as housing affordability not only affects people on low incomes, it has consequences for the community as a whole and its long-term sustainability.</p> <ul style="list-style-type: none"> <li>There should be an explicit inclusion of a numerical target for affordable housing. This is imperative as there is no clear commitment made in the LSPS Actions to a numerical target for affordable housing, despite its acknowledgement of the importance of the issue, and a brief recognition of the target set other reports and agencies. A target of 15% affordable housing (preferably delivered onsite and through a variety of planning mechanisms) should therefore be included within Priority 8, specifically referring to the Bayside LGA rather than Sydney in general.</li> <li>The explicit listing of specific planning mechanisms which will be used to support the delivery of affordable housing dwellings, including assistance from: <ul style="list-style-type: none"> <li>a. State and Federal Government agencies</li> <li>b. Private sector and local government</li> <li>c. Greater Sydney Commission, and</li> <li>d. Department of Planning and Environment; as well as</li> <li>e. seeking approval for SEPP 70 in Bayside LGA.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The work to be undertaken in the development of an Affordable Housing Policy will provide the basis for specific targets. Refer Action 8.1.</li> <li>The work to be undertaken in the development of an Affordable Housing Policy will provide the basis for specific targets. Refer Action 8.1.</li> </ul>
28	<ul style="list-style-type: none"> <li>The Eastlakes shopping centre is the largest landholding under single ownership in the Local Centre and is the only site that is capable of redevelopment in the short to medium term. A mixed-use proposal delivering improved services and facilities has the potential to be a catalyst for change within the wider area. The Master Plan should be a long term plan and not just reflective of current market conditions.</li> </ul>	<ul style="list-style-type: none"> <li>Action 9.5 refers to the finalisation of masterplans/urban design plans for the local centres of Rockdale, Eastlakes and Brighton Le Sands. Regard will be given to other Actions in the LSPS when undertaking this work.</li> </ul>
29	<ul style="list-style-type: none"> <li>APA will shortly provide Council with a separate and more detailed submission on APA requirements relating to the Land Use Limitations Study, prior to the formal Public Exhibition period. It is considered this future submission will be beneficial</li> </ul>	<ul style="list-style-type: none"> <li>Noted. This information will be considered in the review of the LSPS.</li> </ul>

	<p>to consider as part of this Statement process. In particular, relevant pipeline planning controls within the future Bayside Local Environmental Plan (LEP) and Development Control Plan (DCP) 2020, when prepared.</p> <ul style="list-style-type: none"> <li>APA has significant statutory obligations. This is the key driver for APA in seeking the outcomes outlined in the submission. APA is not opposed to urban development around its pipelines, but seeks to ensure it meets its statutory obligations and contributes towards good urban outcomes. APA's preferred easement treatments are of paramount importance to maintaining pipeline integrity and community safety. These outcomes must be incorporated into the Statement and supported in the future Bayside LEP and DCP 2020, when prepared. Sensitive uses should not be located within the ML and this should also be reflected in the Statement and supported through future Bayside LEP and DCP 2020 as raised earlier in this submission.</li> </ul>	<ul style="list-style-type: none"> <li>Noted for future reviews.</li> </ul>
30	<ul style="list-style-type: none"> <li>We are a community housing provider and own seven contiguous properties at Frederick Street, Rockdale. These are currently zoned R2 low density residential and adjacent to R4 high density residential zoned land. Would like Council to review the zoning to permit higher density development for affordable housing within 400m of the Rockdale train station.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones will occur with Bayside LEP 2020.</li> <li>The matters raised in the submission can be considered in future amendments of the Bayside LEP when the evidence base, including the Bayside Local Housing Strategy and the Land Use Limitations Study, have been finalised.</li> </ul>
31	<ul style="list-style-type: none"> <li>Would like to see higher density residential zoning on the east side of Rocky Point Rd between the development of the former Darrel Lea site and Ramsgate Road to ensure that this area is vibrant and thriving.</li> <li>Retain some light industrial zoning and commercial.</li> <li>Area between Tonbridge Street and Rocky Point Road should retain existing zoning, but allow town houses and semi-attached houses.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing, however, higher density residential development should be aligned with infrastructure such as public transport.</li> <li>The current zoning for the area between Tonbridge Street and Rocky Point Road permits dual occupancies and attached dwellings subject to meeting minimum lot size.</li> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones will occur with Bayside LEP 2020.</li> </ul>

32	<ul style="list-style-type: none"> <li>• Considers that wetland should be defined separately to open space and preserved as such</li> <li>• Would like to wetlands restored with removal of exotic species.</li> <li>• Review the current summaries of heritage significance for Patmore Swamp, Scarborough Park and Kings Wetland.</li> <li>• Would like to see education about our areas natural and built environment including an interpretation centre, interpretative signage community events and walking tours.</li> <li>• Would like to see more conservation areas established (provides a list of suggested areas) and for individual items to be listed.</li> <li>• Seeks creation of heritage museum, with the thematic history represented through different displays</li> <li>• Would like to see the protection of the existing market garden cottages at Wolli Creek Valley and Rockdale Wetland corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Open space consists of both active and passive open space. Passive open space includes natural areas such as bushland and wetlands. Park plans of management further categorise the land for management purposes (a requirement of the Local Government Act) such as natural area, bushland, wetland escarpment, watercourse etc. The Proposed Bayside LEP 2020 will include Biodiversity maps and provide further protection to areas of high biodiversity value.</li> <li>• Council has annual natural resource management programs for the priority natural areas. Refer Action 19.4.</li> <li>• Community events are held throughout the year and are advertised through the Enviro newsletter and Council's web site. Also refer to Action 19.5.</li> <li>• Heritage Strategies are currently being prepared for both Aboriginal Heritage and Non Aboriginal Heritage. This includes consideration of new heritage conservation areas. This will be placed on exhibition March 2020.</li> </ul>
33	<ul style="list-style-type: none"> <li>• Supports the Planning Priority – provide choice in housing to meet the community's needs. In particular would like to be able to subdivide their property in Fraser Avenue, Eastgardens and build two semi-detached homes for family members to live in.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>• The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> </ul>
34	<ul style="list-style-type: none"> <li>• Supports the LSPS. Would like to be able to subdivide his property Fraser Avenue, Eastgardens and build two semi-detached homes his sons to live in.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>• The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> </ul>
35	<ul style="list-style-type: none"> <li>• Concerned about higher density in Turrella with the both Turrella and Bardwell Park identified by DPIE for Bayside to investigate. Considers high density in Turrella is unsuitable.</li> <li>• Any increase in population should be accompanied by more open space but the bushland must be protected to protect the biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>• Following community consultation undertaken by the Department of Planning and Environment in 2017/2018 for Turrella and Bardwell Park, further planning for these areas was returned to Council to undertake. Council will investigate opportunities for these areas in the short term (1-5 years). Council is undertaking a number of studies and strategies that when finalised will guide these investigations, including a Local</li> </ul>

	<ul style="list-style-type: none"> <li>If any increase in residential growth occurs it should be a maximum 3 storey and set back and accompanied by new open space and community facilities.</li> </ul>	<p>Housing Strategy, Social Infrastructure Strategy and Centres and Employment Lands Strategy.</p> <ul style="list-style-type: none"> <li>The LSPS recognises the importance of natural areas and Planning Priority 19 – protect and improve the health of Bayside’s waterways and biodiversity, includes a number of Actions to support the management of these important areas.</li> </ul>
36	<ul style="list-style-type: none"> <li>Is concerned airport and port Botany traffic is prioritised over local traffic.</li> <li>Very concerned about traffic in the Mascot area, particularly the changes that direct traffic into busy pedestrian areas with the potential for pedestrian injuries.</li> <li>There is need to protect The Lakes Golf Club. Considers golfing has greater usage than parkland.</li> </ul>	<ul style="list-style-type: none"> <li>Both Sydney Airport and Port Botany are important trade gateways for the Sydney region and NSW. It has been forecast that freight will increase over the next 20 years and the challenge will be in managing that traffic.</li> <li>The model at Mascot is to divert the traffic around the town centre (Kent/Coward/Rickety/Gardners/O’Riordan). When WestConnex and Sydney Gateway projects are completed progressively from 2023 local residents will experience some relief.</li> <li>The Lakes Golf Club is on land owned by Sydney Water and Council has no management role.</li> </ul>
37	<ul style="list-style-type: none"> <li>The LSPS makes no mention of Rockdale as an area for growth. Would like to see the Rockdale Master Plan included.</li> </ul>	<ul style="list-style-type: none"> <li>Completion of the Rockdale Master Plan is included in Action 9.5. The Master Plan is not investigating more urban growth, it is about improving the design guidelines for the centre. Consequently it is not listed as an investigation area for further growth. Notwithstanding, the Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> </ul>
38	<ul style="list-style-type: none"> <li>Would like to see Brighton Le Sands Master Plan and how that fits with LSPS, including where the extra 1,000 homes will be built</li> <li>Wants Brighton Le Sands beach facilities upgraded</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> </ul>
39	<ul style="list-style-type: none"> <li>Considers many new developments, e.g. Wolli and Mascot look to be shoddy, built to kerb, minimal tree cover, excess concrete and adding to the urban heat island effect.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Action 9.1 refers to the encouragement of good built form outcomes including through Design Excellence Competitions, Design Excellent Panel and Design Review Panel.</li> <li>The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9). A draft Master Plan is being</li> </ul>

	<ul style="list-style-type: none"> <li>Is concerned regarding the proposed development for Brighton Le Sands – 10 storey development will cause overshadowing of the beach and objects to 1,000 dwellings.</li> <li>More flat buildings will not provide the diversity of homes, being mainly one or 2 bedrooms.</li> <li>Brighton Le Sands is not close to a train line so this will add to the congestion.</li> <li>Green space is important and is concerned that memorial playing fields and Bicentennial Park wetlands will be impacted by the M6.</li> <li>Schools and health services will not be able to meet the increase in population.</li> </ul>	<p>prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</p> <ul style="list-style-type: none"> <li>Memorial Park playing fields will be upgraded to facilitate increased use. The Bicentennial Park Wetlands will be closed to public access during the construction of the M6 Stage 1 project. Impact on the wetlands will be mitigated with restoration of the wetlands required following completion of the project.</li> <li>All state government agencies are included in planning for future population growth to ensure infrastructure and services can meet demand.</li> </ul>
40	<ul style="list-style-type: none"> <li>Objects to heavy truck movements in the residential areas through Arncliffe to reach Turrella and would like to see council reconsider the industrial zoning of this precinct.</li> <li>Would like to see diversity of housing and setbacks, not just apartment buildings and no residential on main roads.</li> <li>Would like detail on M6.</li> <li>Would like recycling of organics to reduce waste to landfill.</li> </ul>	<ul style="list-style-type: none"> <li>Following community consultation undertaken by the Department of Planning and Environment in 2017/2018 for Turrella and Bardwell Park, further planning for these areas was returned to Council to undertake. Council will investigate opportunities for these areas in the short term (1-5 years). Council is undertaking a number of studies and strategies that when finalised will guide these investigations, including a Local Housing Strategy, Social Infrastructure Strategy and Centres and Employment Lands Strategy.</li> <li>The M6 Stage 1 project has been approved by state government. Details on this project are available on the TfNSW website.</li> <li>Bayside has adopted the Waste Avoidance and Resource Recovery Strategy which identifies five key Strategic Actions that will avoid and reduce waste, recover resources, manage problem waste, reduce illegal dumping and litter prevention. Council's 2030 vision is to move towards a circular economy model whereby waste is diverted from landfill and is optimised as a resource that returns to nature or the economy.' Action 23.4 refers to implementation of the priority actions in the Bayside WARR Strategy.</li> </ul>

41	<ul style="list-style-type: none"> <li>• Considers that road based projects are given priority over rail and considers the LSPS should be advocating rail transport.</li> <li>• Wants advocacy for M6 Stage 2 withdrawn from the LSPS.</li> <li>• There is overcrowding on stations especially between Kogarah and Wolli Creek. Council should be advocating for more rail services.</li> <li>• There is no guarantee of sufficient capacity increases on the T4 Illawarra line. Commitment on T4 and T3 capacity delivery</li> <li>• Rockdale should be recognised as a strategic centre in tandem with Kogarah.</li> <li>• Commit to protecting the greenspace within Bayside, include the Rockdale Wetlands.</li> <li>• Concerned that residential will go ahead while transport improvement are only proposed.</li> <li>• Wants commitment on Open Space</li> </ul>	<ul style="list-style-type: none"> <li>• Future Transport 2056 is a TfNSW document and the projects included in the LSPS reflect that document.</li> <li>• Action 1.4 is a policy position of council. The M6 Stage 1 will mean all vehicles exiting the tunnel will pass through surface streets in the LGA even if they are transiting the LGA. A key objective is to remove vehicles from local surface streets if they are travelling through Bayside. These streets include Princes Highway, President Avenue and Grand Parade.</li> <li>• TfNSW will be providing additional services on the T4 Illawarra Line through the More Trains, More Services Program. This program envisages a turn up and go service between Bondi Junction and Cronulla through most of the day when completed.</li> <li>• The Kogarah Collaboration Area includes Rockdale as part of a Health and Education precinct. This is shown on Figure 3 and included under Planning Priority 3 Plan for the Kogarah Collaboration Area.</li> <li>• Council values the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer actions 19.6, 19.8, 19.10). These will set out the management and actions into the future.</li> <li>• Planning Priority 20 has a number of actions to increasing tree canopy (Actions 20.2- 20.7). These actions will increase tree canopy cover generally as well as within the green grid corridors.</li> <li>• Planning priority 21 has a number of actions to deliver high quality open spaces (refer actions 21.1-21.5)</li> </ul>
42	<ul style="list-style-type: none"> <li>• Would like to highlight the importance of the wetlands at Patmore Swamp and objects to the proposed bicycle/pedestrian path in this area.</li> </ul>	<ul style="list-style-type: none"> <li>• Council values the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and biodiversity in Bayside. A number of strategies</li> </ul>



	<ul style="list-style-type: none"> <li>Notes that Council is undertaking heritage research across the two former Council areas and notes previous documents that recorded the heritage journey in the former Rockdale area.</li> <li>Would like Council to consider the thematic signs Georges River Council has installed at significant locations.</li> </ul>	<p>will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer actions 19.6, 19.8, 19.10). These will set out the management and actions into the future.</p> <ul style="list-style-type: none"> <li>Objection to proposed bicycle/pedestrian path noted.</li> <li>Suggestions relating to heritage noted for future consideration.</li> </ul>
43	<ul style="list-style-type: none"> <li>Objects to the proposed Cruise ship facility at Botany Bay and the impact this will have on the environment.</li> <li>Would like natural areas to be included as heritage in the LEP.</li> <li>Does not support Cooks Cove development for apartments if it means a loss of open space.</li> <li>All open space should be retained and improved both for residents and wildlife.</li> </ul>	<ul style="list-style-type: none"> <li>Objection noted. Ports NSW will be undertaking community consultation on this matter and will be developing a business case for NSW Government consideration in 2020. Council will review documentation for the proposal as they become available.</li> <li>The existing Botany and Rockdale LEP heritage schedules include landscape items such as Botany Wetlands, Bardwell Creek Flora Reserve and Kings Wetland. The Rockdale LEP also has biodiversity maps. These will be brought over in the harmonisation of the two former LEPS as part of Bayside LEP 2020.</li> <li>Heritage Strategies are currently being prepared for both Aboriginal Heritage and Non Aboriginal Heritage. This includes consideration of new heritage conservation areas. This will be placed on exhibition March 2020.</li> <li>The LSPS has not identified Cooks Cove for residential development.</li> <li>Council values the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer actions 19.6, 19.8, 19.10). These will set out the management and actions into the future.</li> </ul>
44	<ul style="list-style-type: none"> <li>Greater emphasis should be placed on recycling.</li> <li>Traffic and parking</li> <li>An action should be included in the LSPS regarding the increased higher education presence, not just to support health at Kogarah but also other sites to support sciences, social sciences and arts and humanities campuses.</li> </ul>	<ul style="list-style-type: none"> <li>The LSPS has been amended to include the following paragraph in An efficient city: 'Bayside has adopted the Waste Avoidance and Resource Recovery Strategy which identifies five key Strategic Actions that will avoid and reduce waste, recover resources, manage problem waste, reduce illegal dumping and litter prevention.</li> </ul>

	<ul style="list-style-type: none"> <li>• Waterways and green corridors – what is the responsibility of Bayside Council</li> <li>• Rainwater recycling</li> <li>• Reliable public transport to create a 30 minute city is essential, with more routes and more frequent trains.</li> <li>• Does not support the identification of Bexley North and Bardwell Park as local centres.</li> </ul>	<p>Council's 2030 vision is to move towards a circular economy model whereby waste is diverted from landfill and is optimised as a resource that returns to nature or the economy.'</p> <ul style="list-style-type: none"> <li>• Action 23.4 refers to implementation of the priority actions in the Bayside Waste Avoidance and Resource Recovery (WARR) Strategy.</li> <li>• Council recognises the importance of public transport and actions in the LSPS require urban growth to align with public infrastructure. Council is also preparing a Transport Strategy that includes review of current transport infrastructure and transport policies. The Bayside Transport Strategy will be finalised and placed on exhibition in March 2020.</li> <li>• Council has been working with the Greater Sydney Commission and Georges River Council in relation to the Kogarah health and Education precinct. Action 3.2 refers to the delivery of the Kogarah Place Strategy when it is finalised. This strategy includes growing the education presence. Action 18.3 refers to partnering with key institutions such as the University of Technology Sydney's Tech lab to support the growth of technological development and commercialisation in Botany.</li> <li>• The 30 minute city concept is supported by Council. Figure 13 and page 50 shows the public transport infrastructure in TfNSW Future Transport 2056. Whilst many of these are visionary projects, others relate to the provision of more services on existing lines, including the T4 and T8 lines.</li> <li>• Bayside Council partners with adjoining Councils to prepare management plans for the waterways including the Georges River Coastal Management Program (Action 19.13) and Cooks River Management Plan (Action 19.14). The Priority Green Grid Corridors were identified by State Government in the ECDP. Council will also prepare a Water Management Strategy, Biodiversity Strategy and Environmental Strategy. These will set the direction for Council in supporting our waterways and biodiversity. These are referenced in several actions under Planning Priority 19 – Protect and improve the health of Bayside's waterways and biodiversity.</li> </ul>
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		<ul style="list-style-type: none"> <li>Both Bexley North and Bardwell Park are identified in the ECDP as local centres. It is also noted that Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the centres and employment lands. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>
45	<ul style="list-style-type: none"> <li>Objects to 1000 new dwellings in Brighton Le Sands, especially 10 storey development along the beach front which will only benefit developers.</li> <li>High rise development will have an adverse impact on the beach causing overshadowing</li> <li>High rise will block the morning sun from dwellings located behind the foreshore area</li> <li>High rise development will impact the distant views to Botany Bay for those further afield.</li> <li>Concerned about what will happen to the publicly owned car park on the Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> </ul>
46	<ul style="list-style-type: none"> <li>Concerned with overdevelopment and increased population and the impact this can have on the wetlands.</li> <li>Would like a specific planning priority for wetlands</li> <li>Considers measuring increase in tree canopy from 13.7% is too general and should be more specific to the protection and preservation of Bayside's waterways and wetlands.</li> <li>There should be a specific action for Council to secure long term leases for open space.</li> <li>There should be another action to engage and educate the Bayside Community about the Wetlands.</li> <li>Consideration be given to the establishment of a local wetlands information centre and community days for tree plantings and tours.</li> <li>A new action should be included to educate the community on improved management of energy, water and waste.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>Council values the importance of the wetlands, waterways and other natural areas. Planning priority 19 covers all waterways and biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer actions 19.6, 19.8, 19.10). These will set out the management and actions into the future.</li> <li>Planning Priority 20 has a number of actions to increasing tree canopy (Actions 20.2- 20.7). These actions will increase tree canopy cover generally as well as within the green grid corridors.</li> <li>The LSPS already includes an action to secure long term leases - Action 4.7 Advocate with state agencies for continuing long term leases for use of land as public open space</li> <li>Community engagement and education is included in Action 19.5 - Continue to support and enhance bayside Council's community engagement and Bushcare Volunteer Programs.</li> </ul>

		<ul style="list-style-type: none"> <li>Community events are held throughout the year and are advertised through the Enviro newsletter and Council's web site. This includes community tree planting days.</li> <li>The LSPS has been amended to include the following paragraph on page 80. <i>'Bayside has adopted the Waste Avoidance and Resource Recovery Strategy which identifies five key Strategic Actions that will avoid and reduce waste, recover resources, manage problem waste, reduce illegal dumping and litter prevention. Council's 2030 vision is to move towards a circular economy model whereby waste is diverted from landfill and is optimised as a resource that returns to nature or the economy.'</i></li> <li>Action 23.4 refers to implementation of the priority actions in the Bayside WARR Strategy.</li> <li>Council is working with Resilient Sydney to develop an action plan to improve management of energy, water and waste. Actions around this are included under Planning Priority 23.</li> </ul>
47	<ul style="list-style-type: none"> <li>Would like the language strengthened in the LSPS around affordable housing (Planning priority 8)</li> <li>A target of 15% should be included in the LSPS</li> <li>Mechanism for the delivery of affordable housing should be included.</li> </ul>	<ul style="list-style-type: none"> <li>Council is finalising a Local Housing Strategy and will be preparing a Housing Affordability Policy (refer Bayside Planning Priorities 6 and 8). This evidence base and recommendations require to be completed to establish a Bayside affordable housing policy position, including a target. There is a requirement by DPIE for Council to base any affordable housing target on an evidence base relevant to the LGA.</li> <li>Mechanisms for delivery will be identified in full in the Affordable Housing Policy (action 8.1)</li> </ul>
48	<ul style="list-style-type: none"> <li>A local Eastlakes resident notes increasing gentrification occurring and therefore supports many actions including preparation of a local housing strategy, development aligned with infrastructure, delivering a mix of housing and an affordable housing scheme.</li> <li>However would like the LSPS to be strengthened to include a numerical affordable housing target, the need for a mix of housing and specific planning mechanisms to support the</li> </ul>	<ul style="list-style-type: none"> <li>Support noted.</li> <li>Council is finalising a Local Housing Strategy and will be preparing a Housing Affordability Policy (refer Bayside Planning Priorities 6 and 8). This evidence base and recommendations require to be completed to establish a Bayside policy position, including a target. There is a requirement by DPIE for Council to base any affordable housing target on an evidence base relevant to the LGA.</li> </ul>

	delivery of affordable housing. of the LSPS, Affordable Housing - commitment to 15% - (Eastlakes)	<ul style="list-style-type: none"> <li>Mechanisms for delivery will be identified in full in the Affordable Housing Policy (action 8.1).</li> <li>The introduction to planning priority 8 (page 59) has been amended to include: <i>"It is important to maintain socio-economic diversity to ensure lower income households can continue to live and work in the local area."</i></li> </ul>
49	<ul style="list-style-type: none"> <li>Brighton Le Sands vision needs to be reconsidered as it will increase traffic and congestion. Traffic calming should be considered for Grand parade and surrounding streets.</li> <li>Buses should be expanded to include a loop from Rockdale Station/Bay Street, Princes Highway/President Avenue/Grand Parade. This should include a bus lane along Grand Parade to take commuters to the station.</li> <li>Bus 303 route now terminates at Redfern. More routes should be considered including Sans Souci to mascot or Eastgardens.</li> <li>Any new development at Brighton Le Sands should have more focus on renewable energy and resources in new development – water tanks, grey water for flushing and solar panels on every roof with battery storage in designated areas.</li> <li>Housing should be slimmer with northern aspects. Double glazing could improve insulation as well as reduce noise from the Grand Parade.</li> <li>Education around waste management should be high priority including recycling.</li> <li>Brighton Le Sands is surrounded by beach and wetlands that are stopover points for migratory birds. These areas should be protected and program put in place that encourages ecotourism to raise awareness.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>The bus routes raised are noted. Council is preparing Transport Strategy that includes a review of current transport infrastructure. The Bayside Transport Strategy will be finalised and placed on exhibition in March 2020. Action 12.6 also refers to the need for increased bus routes and frequency of services, including 12.6(a) to connect with Kyeemagh, Brighton Le Sands, Ramsgate Beach, and Sans Souci with Rockdale Station.</li> <li>Sustainable housing design is supported. The NSW planning system achieves this through the State Government's "BASIX" requirements. The LSPS addresses this with Action 23.8 - Advocate to State Government for more stringent and expanded BASIX requirements.</li> <li>Action 23.4 refers to implementation of the priority actions in the Bayside <i>Waste Avoidance and Resource Recovery Strategy</i>. This includes community education and workshops.</li> </ul>
50	<ul style="list-style-type: none"> <li>Is a long term resident at Banksia Ridge with views to Botany Bay. Considers that the development of the Arncliffe and Banksia Precincts will adversely impact on local properties, with the zoning allowing up to 12 storeys. Would like future development to be limited to 6 storeys in Hattersley and Princes Highway. This would be more sympathetic to the existing character.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Council will be investigating opportunities for growth as part of the Local Housing Strategy. This will be placed on exhibition in March 2020. However, no changes are proposed to zoning in the immediate future, with the Bayside LEP 2020 being a harmonisation of the Botany LEP and the Rockdale LEP.</li> <li>TfNSW will be providing additional services on the T4 Illawarra Line through the More Trains, More Services Program. This</li> </ul>

	<ul style="list-style-type: none"> <li>The peak hour services on the T4 Illawarra line are already congested and an additional 3,500 dwellings in this precinct will have further adverse impacts.</li> </ul>	<p>program envisages a turn up and go service between Bondi Junction and Cronulla through most of the day when completed.</p>
51	<ul style="list-style-type: none"> <li>Would like to see the lands bounded by The Grand Parade, General Holmes Drive, between Bestic Street to the north and past Henson Street to the south should be considered for rezoning to a higher density zone. The local owners would support this.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>The matters raised in the submission will be considered in future investigations.</li> </ul>
52	<ul style="list-style-type: none"> <li>Would like consideration being given to the rezoning of a number of properties in Station Street in Bayside LEP 2020. Owners of these properties would amalgamate to allow redevelopment.</li> </ul>	<ul style="list-style-type: none"> <li>The LSPS has identified the investigation of opportunities for growth in Kogarah to the west of the rail way line in the short term.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing and this will be exhibited in March 2020.</li> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> <li>The matters raised in the submission will be considered in future investigations.</li> </ul>
53	<ul style="list-style-type: none"> <li>73 Railway Street - The objective of this correspondence is to provide Council with information regarding the suitability of the identified land for future uplift in terms of height and building density</li> <li>In terms of what would be an appropriate height and density on the site, there are numerous guiding examples of development carried out along rail corridors that would offer to provide an indication as to what a desirable outcome would be for the subject land. Building's offering similar locational characteristics as the subject site and located within an identifiable strategic order in terms of overall centre size, offer or are proposed to offer building scales ranging in scale from four (4) to nine (9) storeys. In any case, the future built form outcome across the subject site needs to be commensurate</li> </ul>	<ul style="list-style-type: none"> <li>The LSPS has identified the investigation of opportunities for growth in Kogarah to the west of the rail way line in the short term.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing and this will be exhibited in March 2020.</li> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> <li>The matters raised in the submission will be considered in future investigations.</li> </ul>

	<p>with that of the established built form pattern as identified within the site's immediate context.</p> <ul style="list-style-type: none"><li>• It is considered a rezoning to R4- High Density Residential and respective FSR and HOB of 1:1 and 14.5m to be an appropriate strategic outcome for the site as it appears today. This outcome would result in a greater level of Zoning, FSR and Height consistency over that currently observed.</li><li>• It is evident that the identified land is well sited, appropriately serviced and remains unburdened by any constraints that would unduly compromise its redevelopment potential. As Important, the predominately large parcels of land forming part of this identified site, and the present limited ownership levels, all serve to enable a greater level of opportunity for site consolidation</li></ul>	
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## Have Your Say Responses

Note: reference to a Planning Priority, Action or page number in the Council Officer Response column refers to the relevant number in the December 2019 version of the draft Bayside LSPS

	Key Points/Issues raised	Council Officer Response
1	<ul style="list-style-type: none"> <li>Bayside needs an inclusive play space for all people of all abilities to enjoy and play. There are no fenced or secure play spaces in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Council is undertaking a Social Infrastructure Strategy which will investigate existing supply, demand and opportunities for open spaces in the LGA. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>
2	<ul style="list-style-type: none"> <li>The draft LSPS does not explicitly address creative industries. Suitable buildings, namely older style warehouses or other large free space buildings, are becoming rare and expensive to rent.</li> <li>Consider Rockdale and environs could be suitable.</li> <li>The proposed LSPS could incorporate strategies to host these creative individuals in suitable spaces, maybe even establishing creative hubs to foster creativity. The creative industry requires flexible spaces to occupy and create 'stuff', flexible display/performance spaces, the ability to organise simple short term events, like pop-up exhibitions involving the display/performance of artwork in concert with music and food and drink. These events usually only take one night or a weekend but overseas experience shows they foster great interest to the area.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> <li>Council is also undertaking a Social Infrastructure Strategy which will be looking at supply and demand of cultural spaces. This will be reported to Council and placed on public exhibition in March 2020.</li> <li>Also refer to Planning Priority 5 - Foster healthy, creative, culturally rich and socially connected communities, in particular Actions 5.2 Facilitate opportunities for creative and artistic expression and participation.</li> </ul>
3	<ul style="list-style-type: none"> <li>I support the land use vision, in particular the green spaces, however the M6 will take away a lot of green space, ruin our wetlands and create a lot more emissions in the air, how does this plan tackle that situation.</li> <li>More attention needs to be given to car parking.</li> <li>Stop approving large unit blocks being built in the Wolli Creek/Arncliffe area. There is too much supply and not enough infrastructure (roads/parking) to support the growth.</li> </ul>	<ul style="list-style-type: none"> <li>M6 stage 1 has been approved by State Government. As part of the planning Transport for New South Wales (TfNSW) is to provide compensatory playing fields for the construction period. Mitigation of impacts during construction and regeneration/improvements post construction have been identified.</li> <li>Comments on car parking noted for any future planning.</li> <li>Wolli and Arncliffe are already zoned for high density residential development. The Bayside Local Environmental Plan (LEP) 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> </ul>



		<ul style="list-style-type: none"> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to any future housing.</li> </ul>
4	<ul style="list-style-type: none"> <li>Would like to see the local neighbourhood centres of Turrella and Bardwell Park become as alive as Wolli Creek. They currently do not support good social life or local retail businesses.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Both Turrella and Bardwell Park have been identified for investigation in the 1-5 years. Also note other actions relating to the need to support vibrant local centres – Actions 5.1, 5.2 and 15.8.</li> </ul>
5	<ul style="list-style-type: none"> <li>I ride with Liverpool Bicycle Users Group and enjoy the parks and Shared User Paths in the Bay Side Council area. We stop for lunch or refreshments in a number of restaurants and coffee shops as well as use the toilet facilities. The Council has done some great work to the Parks and paths recently.</li> <li>There are a lot of families enjoying the parks, gardens, parking, toilet facilities along the foreshore of Botany Bay. These families and others purchase food from eateries and shops in the local area to consume in the foreshore parks and picnic facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Planning for more cycleway is identified in the LSPS to increase connectivity and provision of open space is identified as very important in planning for future growth.</li> </ul>
6	<ul style="list-style-type: none"> <li>Specific enquiry regarding potential rezoning property in Bay Street, Brighton Le Sands (page 10 of 84 Figure 3).</li> <li>It's good for the area but we need to know more details.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 57). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>All Greater Sydney Councils were required to have commenced the public exhibition of the draft LSPS by 1 October 2019 and are required to make the LSPS by 31 March 2020. Consequently the Bayside Strategies and Studies being undertaken do not inform this version of the Bayside LSPS. The Strategies and Studies will be finalised, reported to Council and placed on public exhibition in March 2020.</li> </ul>
7	<ul style="list-style-type: none"> <li>Would like the play area in Booralee Park fenced. It is very dangerous right beside the road. It would also be good to get a path around the park to allow easy access for wheelchairs and prams and an outdoor gym area.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. This will be considered when preparing a Social Infrastructure Strategy Implementation Plan and individual park master plans. These will then be subject to funding availability.</li> </ul>
8	<ul style="list-style-type: none"> <li>Council to include area from Ashton to Chandler then to President Av in the Rockdale City Centre</li> <li>Council should increase density along Princes Hwy from Rockdale Plaza to Presidential Avenue to match Kogarah Council side</li> </ul>	<ul style="list-style-type: none"> <li>Rockdale Town Centre Master Plan boundary has been identified and the master plan is currently under review. Please refer to existing Rockdale Town Centre Master Plan for more details. (<a href="https://haveyoursay.bayside.nsw.gov.au/40651/documents/102069">https://haveyoursay.bayside.nsw.gov.au/40651/documents/102069</a>).</li> </ul>

		The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.
9	<ul style="list-style-type: none"> <li>The plan to look at the Kyeemagh area in 10 years' time is not supported. It should be investigated now as there is already developer interest and there is direct access to the beach without crossing a main road. This area should be a priority as it bring development, entertainment &amp; jobs to the area and would be of huge community benefit.</li> </ul>	<ul style="list-style-type: none"> <li>Bayside Planning Priority 6 – support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors aligns with the Eastern City District Plan (ECDP) E5 - Provide housing supply and choice and affordability with access to jobs, services and public transport.</li> <li>This means that increasing urban growth without public transport/infrastructure is not supported at this point.</li> </ul>
10	<ul style="list-style-type: none"> <li>As a home owner with a young family living in Turrella, I note that this plan includes a review of future housing and population needs, with a focus on an increase in the number of apartments planned along train lines, including at Bardwell Park and Turrella and that the State Planning Department has asked Bayside Council to now investigate housing development in Bardwell Park on non-industrial land and the Bardwell Park and Turrella 'Priority Precincts' (although scrapped by the current Liberal government).</li> <li>Bayside Council has forecast an increase in the number of dwellings from 123,116 (2016) to 171,331 (2030). This is an increase of 39.16%, one of the highest of any council area in Sydney. What will this mean for our local area and community?</li> <li>This massive increase, along with the introduction of high density and high rise housing in Turrella to house the increase in population, is totally unsuitable and will have a negative impact on the existing residents and businesses. There will be far more congestion on roads and public transport and further strain on schools (which are already at breaking point!), medical, social and community services. It will also adversely affect the natural environment which is a big part of Turrella and surrounding suburbs.</li> </ul>	<ul style="list-style-type: none"> <li>Following community consultation undertaken by the Department of Planning and Environment in 2017/2018 for Turrella and Bardwell Park, further planning for these areas was returned to Council to undertake. Council will investigate opportunities for these areas in the short term (1-5 years). Council is undertaking a number of studies and strategies that when finalised will guide these investigations, including a Housing Strategy and Centres and Employment Lands Strategy.</li> <li>The dwelling forecasts are implied forecasts provided by NSW Department of Planning, Industry and Environment. The Local Housing Strategy currently being prepared will provide an evidence base that will give a better understanding of where urban growth can occur and potential dwelling numbers.</li> </ul>
11	<ul style="list-style-type: none"> <li>We must prioritise public transport. The majority of our council is not connected with rail lines and only has unreliable bus services.</li> </ul>	<ul style="list-style-type: none"> <li>Figure 13 and Table 3 shows the public transport infrastructure in the TfNSW Future Transport 2056. Whilst many of these are visionary projects, others relate to the provision of more services on existing lines, including the T4 and T8 lines and more bus services/links.</li> <li>Council is preparing Transport Strategy that includes a review of current transport infrastructure. The Bayside Transport Strategy will be finalised and placed on exhibition in March 2020.</li> </ul>

12	<ul style="list-style-type: none"> <li>Bexley North has been ignored to even be considered for higher density.</li> <li>Increase dwellings should be around new transportation, not existing transportation that is congested.</li> </ul>	<ul style="list-style-type: none"> <li>Bexley North is now identified for future investigation in the medium term (6-10 years). Refer page 57.</li> <li>TfNSW will be providing additional services on the T4 Illawarra Line and T8 Airport and South line through the More Trains, More Services Program. This program envisages a turn up and go service through most of the day when completed.</li> </ul>
13	<ul style="list-style-type: none"> <li>Does not support more apartments in Bardwell Park and Turrella. The small houses, parks and creek are beautiful. Compare that with the ugliness and crowding that has ruined Wolli Creek.</li> <li>Not B6 increasing housing density.</li> </ul>	<ul style="list-style-type: none"> <li>Following community consultation undertaken by the Department of Planning and Environment in 2017/2018 for Turrella and Bardwell Park, further planning for these areas was returned to Council to undertake. Council will investigate opportunities for these areas in the short term (1-5 years). Council is undertaking a number studies and strategies that when finalised will guide these investigations, including a Housing Strategy and Centres and Employment Lands Strategy.</li> </ul>
14	<ul style="list-style-type: none"> <li>More animal parks – off lead</li> </ul>	<ul style="list-style-type: none"> <li>Noted support for more off leash dog parks.</li> <li>Council is undertaking Social Infrastructure Strategy and as part of this strategy will investigate existing supply, demand and opportunities of open spaces. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>
15	<ul style="list-style-type: none"> <li>As a resident of Turrella I wish to express my concern regarding the council's proposal to explore options to increase the number of dwellings along the rail corridor in this suburb. I do not want to see important industrial land be rezoned for high density apartments. The local infrastructure is already at breaking point and the Arncliffe, Wolli Creek, Turrella area have done much more than most to already accommodate the needs of Sydney's growing population.</li> </ul>	<ul style="list-style-type: none"> <li>Following community consultation undertaken by the Department of Planning and Environment in 2017/2018 for Turrella and Bardwell Park, further planning for these areas was returned to Council to undertake. Council will investigate opportunities for these areas in the short term (1-5 years). Council is undertaking a number studies and strategies that when finalised will guide these investigations, including a Housing Strategy and Centres and Employment Lands Strategy.</li> </ul>
16	<ul style="list-style-type: none"> <li>Would like more outdoor gyms, similar to other Council.</li> <li>Mix of housing- there should be more terrace style housing rather than units- existing roads will not support any more units, weekends are so congested already, can't get out of my street, it takes me 15 minutes to get to Rockdale plaza even though I live 1km away. I am thinking of selling up and moving to an area with less congestion if there is no improvement to liveability in this area.</li> <li>There is no leisure centre for the youth to play indoor squash, basketball and soccer. The Police Boys building at Ador reserve is old and shabby, needs to be renovated and made bigger with better facilities.</li> </ul>	<ul style="list-style-type: none"> <li>There are currently 15 outdoor fitness areas in the LGA. Council is undertaking a Social Infrastructure Strategy and will investigate existing supply, demand and opportunities for open space and recreation. This includes outdoor fitness areas and indoor sport facilities. This will be reported to Council and placed on public exhibition in March 2020.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing, including dwelling mix.</li> </ul>

	<ul style="list-style-type: none"> <li>• There needs to be a nice family friendly club, with the closure of Fisho's and Kyeemagh RSL clubs not being replaced with anything to bring the locals together.</li> <li>• A new playground and a dog park in front of the Fisho's old building will be ideal to complement the community garden, we just need a new club in that spot that will have eateries and community events.</li> </ul>	<ul style="list-style-type: none"> <li>• A Master Plan for Muddy Creek is currently being prepared by Council that includes the old Fisho's building. The draft vision statement includes <i>"to activate the waterfront by considering high quality and functional community buildings and opens spaces, as well as walking and cycling connections to the wider area."</i></li> </ul>
17	<p>Further high rise development in the Turrella/Wolli Creek area will degrade the environment for existing residents.</p> <ul style="list-style-type: none"> <li>• Loss of heritage – too many houses from the late 1800 through to the mid 1900 have been demolished to provide more accommodation in the form of apartments. Does not want to live in a unit as there is no garden and is concerned that in future years will be out.</li> <li>• Parking has become impossible due to the overflow from high rise buildings, with most of the older homes not having off street parking. Some residents choose not to go out as they may not get a parking spot when they come back.</li> <li>• Exiting the area on to the Princes Highway is really reduced to two main exits - Wolli Creek and Forest Road Arncliffe. Both in peak hour are horrendous. The addition of pedestrian crossings at intersections causes significant back up in peak hour as well. The roundabout at Wolli Creek must be re-thought.</li> <li>• The surface condition of the roads (Arncliffe Street in particular) are appalling and after each contractor has dug up their section, it is only patched.</li> </ul>	<ul style="list-style-type: none"> <li>• The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> <li>• Heritage is important (refer Action 11.1) and Heritage Strategy is being prepared and will be placed on exhibition in March 2020.</li> <li>• The LSPS identified further planning for Turrella and Bardwell Park as it was returned to Council to undertake. Council will investigate opportunities for these areas in the short term (1-5 years). Council is undertaking a number studies and strategies that when finalised will guide these investigations, including a Local Housing Strategy (Action 6.1) and Centres and Employment Lands Strategy (Action 13.1).</li> <li>• The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing, including the need to provide a mix of dwelling types.</li> <li>• Comments regarding access to Princes Highway and Arncliffe Street are noted for further consideration.</li> </ul>
18	<ul style="list-style-type: none"> <li>• Considers it is important to properly care for the current area to help it be its best, including maintenance and improving use of the current open space and embrace the nature within the area.</li> <li>• It is important that we embrace this as an opportunity for Smart Infrastructure and to become a Smart City.</li> </ul>	<ul style="list-style-type: none"> <li>• Council is undertaking Social Infrastructure Strategy, as part of the strategy Council will investigate existing supply, demand and opportunities of open spaces in the LGA (Action 4.1). This will be reported to Council and placed on public exhibition in March 2020.</li> <li>• Council will be looking at opportunities to become a Smart City. For example, the Transport Strategy will be looking at how Council can support the emerging market for Electric Vehicles through charging stations.</li> </ul>

19	<ul style="list-style-type: none"> <li>I think more efforts should be placed on environmental issues affecting the area. Many suburbs on the east of Bayside are highly prone to flooding but I see the area around Turrella still sectioned for economic development, which is unlikely to result in positive impact on the biodiversity in the area.</li> <li>Sustainability and designing space for our people should take priority before infrastructure and connectivity projects - while I agree public transport is necessary to improve connectivity, more focus should be placed on delivering these initiatives in a sustainable manner.</li> </ul>	<ul style="list-style-type: none"> <li>The LSPS identified further planning for Turrella and Bardwell Park as these areas were returned to Council to undertake the planning. Council will investigate opportunities for these areas in the short term (1-5 years). Council is undertaking a number of studies and strategies that when finalised will guide these investigations, including a Local Housing Strategy (Action 6.1) and Centres and Employment Lands Strategy (Action 13.1).</li> <li>The LSPS recognises the importance of natural areas and Planning Priority 19 – protect and improve the health of Bayside’s waterways and biodiversity, includes a number of Actions to support the management of these important areas.</li> <li>The LSPS includes a number of actions relating to the importance of infrastructure and community including Action 2.1 to ensure land use and asset planning aligns with growth and those actions under Planning Priority 5 Foster healthy, creative, culturally rich and socially connected communities.</li> </ul>
20	<ul style="list-style-type: none"> <li>Concerned that the push for residential development (39% increase in dwellings in the LGA) will come into conflict with native habitat and fauna, remnant bush conservation, and the creation, maintenance or expansion of parkland, the former will win out. In particular concern regarding the investigation for new residential development at Bardwell Park and Turrella (non-industrial land)".</li> <li>Concerned that a higher Bayside population in the Turrella and Bardwell Park area will have a deleterious effect on the quality of local social and environmental life with increased traffic, parking issues, more rubbish and commuters on crowded trains.</li> <li>What is the difference between "Local Strategic Planning Statement Land Use Vision" and the "Local Strategic Planning Statement"?</li> </ul>	<ul style="list-style-type: none"> <li>The LSPS identified further planning for Turrella and Bardwell Park as these areas were returned to Council to undertake the planning. Council will investigate opportunities for these areas in the short term (1-5 years). Council is undertaking a number studies and strategies that when finalised will guide these investigations, including a Local Housing Strategy (Action 6.1) and Centres and Employment Lands Strategy (Action 13.1).</li> <li>The LSPS recognises the importance of natural areas and Planning Priority 19 – protect and improve the health of Bayside’s waterways and biodiversity, includes a number of Actions to support the management of these important areas.</li> <li>As a part of the More Train, More Services Program, TfNSW are working to transform the rail network and provide customers with more reliable, high capacity turn up and go services, including on the T4 and T8 lines.</li> <li>The Bayside Local Housing Strategy will also provide an evidence base and recommendations in relation to housing.</li> </ul>

		<ul style="list-style-type: none"> <li>The LSPS sets out the land use vision for the next 20 years. "Local Strategic Planning Statement Land Use Vision" and "Local Strategic Planning Statement" are referring to the same document.</li> </ul>
21	<ul style="list-style-type: none"> <li>I was born in Bexley North and have lived in the area for many decades. I would like to downsize and stay in the area close to the shops but the units that exist today are completely inadequate for my needs. The newer complexes along Slade Road (Built in the last 10 years) don't even have lifts. This is inappropriate for older people or those with mobility difficulties. I would like to see more choice in units with lifts within walking distance of Bexley North Station and not on Bexley Road.</li> <li>Bexley North is not even identified in the Bayside Planning Priority 6.</li> <li>There is no reference to the Rockdale CBD master plan being enacted. This plan was created in 2012 and I want to know what is being done about it.</li> <li>Concerned that planning approvals not being applied consistently across different areas in the LGA</li> </ul>	<ul style="list-style-type: none"> <li>Bexley North has been added to the centres identified for future investigation of opportunities for urban growth in the medium term (6-10 years).</li> <li>Note Action 7.1 in the LSPS that relates to the need to ensure a greater range of dwelling types, including housing designed to meet the needs of older people and others with less mobility.</li> <li>Completion of the Rockdale Master Plan is included in Action 9.5. The Master Plan is not investigating more urban growth, it is about improving the design guidelines for the centre. Consequently it is not listed as an investigation area for further growth. Notwithstanding, the Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. The Bayside DCP 2020 will also bring together development controls to apply across the LGA.</li> </ul>
22	<ul style="list-style-type: none"> <li>Does not consider the consultation has been effective.</li> <li>Does not consider the social infrastructure is of the same quality across the LGA with 'pet' areas.</li> <li>You are not applying planning approvals in a consistent manner across the LGA and feedback at the public session I attended was VERY clear that social housing options should be in all areas of the LGA, including Ramsgate, Brighton, Wolli Creek, and Bardwell Park. You have ignored this entirely. The overwhelming feedback was that social and low cost housing should be good quality and distributed.</li> <li>The industrial areas of the LGA have become a haven for bikie related crime. Have a look at the territorial graffiti tags around the LGA. The information is in the Graffiti removal records. If Bayside is going to be a progressive LGA, low quality industrial should be managed out of the area and incentives created for future industries. Future industries are not coming to Bayside with plan you are suggesting.</li> </ul>	<ul style="list-style-type: none"> <li>The LSPS was publicly exhibited on Council's Have Your Say website for 44 days, from 19th August 2019 to 1st October 2019. Newspaper advertisements were published in the local newspapers (Southern Courier on the 27th August and The Leader on the 28th August) and notifications over the exhibition period were published on Council's E-Newsletter September 2019 issue, which is sent out to 50,000 residents. Several notifications over the exhibition period were published on Facebook. LSPS Information sessions were also held at major centres within our LGA.</li> <li>Council is undertaking a Social Infrastructure Strategy and as part of this strategy will investigate existing supply, demand and opportunities of open spaces in the LGA. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>

	<ul style="list-style-type: none"> <li>• Increase urban tree canopy cover and enhance green grid connections – consider that to date this has not been equal across the LGA.</li> </ul>	<ul style="list-style-type: none"> <li>• The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. The Bayside DCP 2020 will also bring together development controls to apply across the LGA.</li> <li>• Both Sydney Airport and Port Botany are important trade gateways for the Sydney region and NSW. The industrial lands in the Bayside LGA therefore have an important role in supporting those trade gateways as well as supporting our population with the urban services they need such as car mechanics and premises for local trades. The demand for industrial zoned land is set to increase over the coming years. The Centres and Employment Lands Strategy is currently being prepared and will be placed on exhibition in March 2020. This will have more recommendations for Council to consider. Refer Action 13.1.</li> <li>• In relation to trees, increasing the tree canopy in the LGA is important. Refer Planning Priority 20 which has a number of actions to increasing tree canopy (Actions 20.2- 20.7). These actions will increase tree canopy cover generally as well as within the green grid corridors.</li> </ul>
23	Would like a way of having green waste disposal/reuse. Would like to suggest a green bin for a group of town houses and arrangement for council collection of this rather than just putting in with general waste.	<ul style="list-style-type: none"> <li>• Noted. Bayside has adopted the Waste Avoidance and Resource Recovery Strategy (WARR) which identifies five key Strategic Actions that will avoid and reduce waste, recover resources, manage problem waste, reduce illegal dumping and litter prevention. Council's 2030 vision is to move towards a circular economy model whereby waste is diverted from landfill and is optimised as a resource that returns to nature or the economy.' Action 23.4 refers to implementation of the priority actions in the Bayside WARR Strategy.</li> </ul>
24	Curtail all unit development in excess of 4 storeys and ensure a minimum of 2 off street car spaces for all units including studio apartments. There is no sensible reason to increase the population living in this area especially with the lack of infrastructure and planning from the state government.	<ul style="list-style-type: none"> <li>• The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing. Council is also preparing a Transport Strategy which will be looking at parking rates. Refer LSPS Actions 1.1 and 6.1.</li> </ul>
25	Want to see sustainability and environmental awareness as highest priority.	<ul style="list-style-type: none"> <li>• Council values the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer Actions 19.6, 19.8, 19.10). These will set out the management framework and actions into the future.</li> </ul>

		<ul style="list-style-type: none"> <li>Planning Priority 20 has a number of actions to increasing tree canopy (Actions 20.2- 20.7). These actions will increase tree canopy cover generally as well as within the green grid corridors.</li> </ul>
26	<ul style="list-style-type: none"> <li>It is important to protect the natural environment and keep a sense of community</li> </ul>	<ul style="list-style-type: none"> <li>Council values the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer Actions 19.6, 19.8, 19.10). These will set out the management framework and actions into the future.</li> <li>Planning Priority 20 has a number of actions to increasing tree canopy (Actions 20.2- 20.7). These actions will increase tree canopy cover generally as well as within the green grid corridors.</li> </ul>
27	<ul style="list-style-type: none"> <li>On-street parking in nearby local streets especially close to Bay Street/General Holmes are increasing scarce for local residents as visitors flock to the beach in the summer months. To discourage long stay/extended time parking by visitors, I suggest a user pay system (similar to that run at Bronte) in and around the beach/water front area covering up to Moate Avenue.</li> <li>Whilst Council have installed more bins in recent years, some visitors are still leaving more than their footprints behind!! For consideration and action please.</li> </ul>	<ul style="list-style-type: none"> <li>Council is preparing Transport Strategy that includes review of current transport infrastructure and policies. The Bayside Transport Strategy will be finalised and placed on exhibition in March 2020.</li> <li>Comments noted regarding rubbish and bins.</li> </ul>
28	<ul style="list-style-type: none"> <li>More jobs and shop services in Arncliffe's shop centres and please keep it to the roads like Forest Rd and Wollongong Rd etc. and not in small little streets.</li> </ul>	<ul style="list-style-type: none"> <li>Council is preparing a Centres and Employment Lands Strategy that includes a review of the land uses in the business lands. Refer to the LSPS actions under Planning Priority 5 - Foster healthy, creative, culturally rich and socially connected communities and Action 15.8 relating to retail floor space within centres.</li> </ul>
29	<ul style="list-style-type: none"> <li>Resident family of Sans Souci have a concern regarding future development in nearby Ramsgate Beach and what impact it may have on us.</li> <li>What is happening to the oldish shops on Wollongong Road in Arncliffe and whether they will be rebuilt? Would also like to have security cameras in Wollongong Road nearby the park and shops.</li> </ul>	<ul style="list-style-type: none"> <li>The LSPS has not identified Ramsgate/Ramsgate Beach as an area for investigation of opportunities for further growth in the short to medium term (1-10 years). The alignment of growth and transport infrastructure is key to achieving "more housing in the right locations".</li> <li>Council is preparing a Centres and Employment Lands Strategy that includes a review of the land uses in the business and industrial zoned lands (Action 14.2).</li> </ul>



	<ul style="list-style-type: none"> <li>• Would like to see shops prioritised in more populated suburbs such as Arncliffe Park/Wollongong Road and possibly in Ramsgate Beach as they do not offer very little shops for us right now.</li> </ul>	
30	<ul style="list-style-type: none"> <li>• The housing growth areas shown on the Structure Plan appear to be inconsistent with Planning Priority B6 "Support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors" as no additional housing has been identified around the Banksia and Carlton railway stations. Since this is a 20 year land use plan, growth should be equitably planned for across the LGA including these two centres which are well serviced by public transport and amenities like shops and open space.</li> <li>• The Rockdale Wetlands Open Space Corridor is identified as a destination and regional-level open space. However, the M6 Stage 2 is still being shown as a road reserve that cuts through the centre of this significant wetland reserve. Council should be advocating for an alternative route – i.e. under Rocky Point Road in the Georges River LGA, to redirect the motorway to not conflict with the Green Grids Priority Corridor identified to the east of the Rockdale Wetlands Open Space Corridor. Action 1.4 "Council will advocate for the investigation and construction of M6 Stage 2" should be amended accordingly to reflect Council's commitment to advocate for the relocation of Stage 2 towards Rocky Point Road.</li> <li>• Greater priority should also be given towards Action 21.5 c) "Develop and commence implementation of the Rockdale Wetlands Open Space Corridor Masterplan" where these projects should be explored.</li> <li>• Despite the significance of Kogarah as a Health and Education Precinct and future major mass transit transport interchange within the Eastern Harbour City through the planned routes connecting Kogarah to Parramatta, Randwick and Miranda, the relevant Actions that advocate for the accelerated delivery for these city shaping public transport links are missing from the draft LSPS. Council should commit to its advocacy and collaborative roles in coordinating the commitment of these mass transit links by the State Government. The existing train service timetable has removed express trains from the peak hour timetable. Council should commit to advocating for the reinstatement of</li> </ul>	<ul style="list-style-type: none"> <li>• Banksia is part of the planned Arncliffe and Banksia planned precinct that has been recently rezoned to allow high density development.</li> <li>• The Bayside Local Housing Strategy is in preparation and this will provide an evidence base and recommendations in relation to housing.</li> <li>• M6 Stage 1 has been approved by state government.</li> <li>• M6 Stage 2 is shown in Figures 3 (Land Use 2036 Structure Plan) and Figure 13 and show an approximate route that is identified in the Transport Future 2056 (TfNSW). These do not assume the M6 Stage 2 will be at surface. It is envisaged they will be subsurface to connect with the tunnel stubs included in the Stage 1 design. Work on the business case has not yet commenced.</li> <li>• Council is or will be preparing a number of strategies and studies that relate to our natural areas including wetlands. Refer Planning Priority 19 and 20 that include actions to prepare an Environmental Strategy, Biodiversity Strategy, a Water Management Strategy, an Urban Tree Strategy, as well as Masterplans for the Rockdale Wetlands Open Space Corridor.</li> <li>• Table 3 of the LSPS identifies in more detail the likely timing for public transport projects. The 1-10 year time frame show a potential rapid bus link from Kogarah to Parramatta and investigation of a mass transit link in the 10-20 year time frame.</li> <li>• As part of the Kogarah Collaboration Precinct work with GSC, Gorges River Council and State Agencies, public transport was identified as a key issue. The Kogarah Place Strategy will be released in December 2019 and LSPS Action 3.2 refers to its implementation.</li> <li>• It is noted that TfNSW will be providing additional services on the T4 Illawarra Line through the More Trains, More Services Program. This program envisages a</li> </ul>

	express train services to and from Kogarah Station during peak hour through an Action in the LSPS.	turn up and go service between Bondi Junction and Cronulla through most of the day when completed.
31	<ul style="list-style-type: none"> <li>I support the plan but with changes. Arncliffe's current centres are really busy with people and extremely dated for the area especially on Firth Street and more so on Wollongong Road. They need more shops and current shops to be rezoned and turned into modern shops and possibly adding some trees in the street edge where the current shops are.</li> </ul>	<ul style="list-style-type: none"> <li>Council is preparing a Centres and Employment Lands Strategy that includes a review of the land uses in the business and industrial zoned lands. Also note actions in the LSPS relating to the need to support vibrant local centres – Actions 5.1, 5.2 and 15.8.</li> </ul>
32	<ul style="list-style-type: none"> <li>The Local Strategic Planning Statement includes a house plan for Bardwell Park, why is there no mention of Bexley North? Bexley North needs more housing particularly streets that are within 15 minutes' walk to the station and shopping area. Bexley North needs to have its own housing strategy.</li> </ul>	<ul style="list-style-type: none"> <li>Bexley North is now identified for future in the medium term (6-10 years). Refer page 57.</li> </ul>
33	<ul style="list-style-type: none"> <li>Based on the 2036 target of 28,000 new dwellings, there needs to be an increase of an average 1,190 new dwellings every year. This means significant amount of areas will need to be rezoned for high density development. However, no growth appears to have been planned for areas surrounding the Banksia and Carlton Train Stations. This is inconsistent with general principles for TODs and Council's own Actions in this draft LSPS. It is unfair for less accessible areas like Brighton to do the heavy lifting when prime areas with existing rail transport infrastructure such as Banksia and Carlton are not doing their fair share. Brighton is already incredibly congested due to the reliance on private vehicles and the arterial nature of the Grand Parade.</li> <li>The short term housing opportunity of "Investigate opportunities for urban growth at west Kogarah" as shown in the Structure Plan should also be expanded to capture the areas between Kogarah and Carlton railway stations – in accordance with "Bayside Planning Priority 6 - Support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors." where growth is concentrated around transport. This area appears undeveloped (through the existing R2 zoning) and are located within 300m to Carlton Station and 700m to Kogarah Station. These R2 zoned areas in Carlton and Kogarah are prime urban infill development sites, when compared to west Kogarah where it appears largely</li> </ul>	<ul style="list-style-type: none"> <li>A significant portion of the 28,000 dwellings will be achieved in areas already zoned for development but not yet developed. The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing, including areas with potential for growth. Banksia is part of the planned Arncliffe and Banksia planned precinct that has been recently rezoned to allow high density development, including in the vicinity of the station.</li> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9 and Action 9.5). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>Actions under Planning Priority 6 have been rewritten and do not specify individual centres. Page 57 now provides the potential areas for investigation. The Local Housing Strategy is also reviewing areas and this will be placed on exhibition in March 2020.</li> </ul>

	<p>developed (existing 3 to 4 storey walk up RFBs) which places a significant obstacle to redevelopment. This will then tick the criteria listed in Action 6.5.</p> <ul style="list-style-type: none"> <li>"Action 6.3 Master planning be undertaken for housing growth in west Kogarah" should be expanded to all the R2 zoned areas between Carlton and Kogarah Train Stations.</li> </ul>	
34	<p>Disappointed with development Mascot. In short considers:</p> <ul style="list-style-type: none"> <li>pedestrianise mascot station precinct streets and allow local traffic only</li> <li>Plant more trees and create more parks and better ones - improve linear park we know the limitations - get creative and you should have known the pipe and asbestos issues from the start. Linear Park could be decorated with aboriginal sculptors or art work. Bronze animals from Dreamtime etc. something modern and in keeping with the history.</li> <li>sustain established trees</li> <li>more well maintained and presented public spaces</li> <li>Do not let Ausgrid or others dig up decorative pathways and allow them to throw down bumpy ugly danger asphalt. They need to leave the site as they found it.</li> <li>Ensure safe and pollution free construction sites and penalise with no work orders not money they break all the rules and just pay the fines. Make it hurt so there is a deterrent to taking up the road for their trucks they should create space onsite and not be allowed to work all hours day and night and weekends unchecked.</li> <li>Safe asbestos management for existing residents Please care and make a difference to what is becoming a very sad and disappointing area.</li> <li>Would like a better mix of retail offerings.</li> </ul>	<ul style="list-style-type: none"> <li>Council is preparing a Centres and Employment Lands Strategy that includes a review of the land uses in the business</li> <li>TfNSW is preparing the South Eastern Sydney Transport Strategy. This will include the Mascot area. The model at Mascot is to divert the traffic around the town centre (Kent/Coward/Rickety/Gardners/O'Riordan). When WestConnex and Sydney Gateway projects are completed progressively from 2023 local residents will experience some relief.</li> <li>Council is undertaking Social Infrastructure Strategy. Part of this strategy is to investigate existing supply, demand and opportunities of open spaces in the LGA. This will be reported to Council and placed on public exhibition in March 2020.</li> <li>Planning Priority 20 has a number of actions to increasing tree canopy (Actions 20.2- 20.7). These actions will increase tree canopy cover generally as well as within the green grid corridors.</li> <li>Comments regarding AusGrid, asbestos management and public domain maintenance noted.</li> <li>Refer also to Action 24.7 regarding the update of Council policies and procedures to manage Council owned and community assets impacted by urban and natural hazards.</li> <li>The type of retail offering is a commercial decision of shop owners/renters. Council does have a role however in ensuring there is adequate floor space to meet future demand.</li> </ul>

35	<ul style="list-style-type: none"> <li>The area previously known as the Botany Bay Council has been severely neglected.</li> <li>There should be no more approvals given to any high rise buildings over 3 levels in any suburb. The area is turning into a concrete jungle with poor workmanship, now noted in new structures.</li> <li>Too much focus on housing. Our lifestyles have decreased in value with the oversupply. Our communities are suffering.</li> <li>Transport infrastructure in the Botany area has been seriously deprived in the last couple of years, and again in this draft plan. Return all transport routes to previous status, that is, double the frequency, and reinstate buses to again travel all the way into the CBD. Above is the absolute minimum that should be catered for as there is no train system in the area.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is essentially a harmonisation of the Rockdale LEP and the Botany LEP with minimal changes to controls. No rezonings are proposed as part of this LEP harmonisation.</li> <li>Council is preparing a Bayside Local Housing Strategy that will provide an evidence base and recommendations in relation to housing. This will be exhibited in March 2020 (refer Planning Priority 6).</li> <li>The need for better public transport is noted. Planning Priority 12 has a number of actions relating to increasing bus routes and services. Also note that Transport Future 2056 (TfNSW) identifies investigations to increase rapid bus transport links (refer Table 3).</li> <li>Council is also preparing a Transport Strategy which will be finalised and placed on exhibition in March 2020.</li> </ul>
36	<ul style="list-style-type: none"> <li>Botany should be retained as a residential, low-rise area.</li> <li>The maintenance of roads should be a priority and come before new footpaths etc.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside LEP 2020 is essentially a harmonisation of the Rockdale LEP and the Botany LEP with minimal changes to controls. No rezonings are proposed as part of this LEP harmonisation.</li> <li>Council is preparing a Bayside Local Housing Strategy that will provide an evidence base and recommendations in relation to housing. This will be exhibited in March 2020.</li> <li>Maintenance of roads is ongoing. Comments noted.</li> </ul>
37	<ul style="list-style-type: none"> <li>There are too many apartments in the Bayside Council area and the surrounding streets were not designed to cope with this type of density. Street parking and traffic congestion are major issues once apartment blocks are built.</li> <li>Business parks should be encouraged but factory &amp; manufacturing should not be allowed near residential homes.</li> </ul>	<ul style="list-style-type: none"> <li>Housing the Bayside community will result in growth. The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing. Refer Planning Priorities 6 and 7. Planning Priority 7 does acknowledge the need to provide greater choice in housing types.</li> <li>The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> <li>Planning Priority 14 includes a number of actions to prevent the encroachment of sensitive uses such as residential development on the industrial lands. No rezonings are proposed with Bayside LEP 2020.</li> </ul>
38	<ul style="list-style-type: none"> <li>Parking and noise are constant issues</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Transport Strategy will be finalised and placed on exhibition in March 2020. Parking in new developments will be reviewed.</li> </ul>

		<ul style="list-style-type: none"> <li>Also refer to Action 24.11 Plan and design neighbourhoods to reduce long term exposure to noise and air pollution.</li> </ul>
39	<ul style="list-style-type: none"> <li>Greater emphasis should be placed on the role of local centres as Council has stated it seeks to minimise road traffic. The LFRA supports Specialised Retail Premises away from major centres to better support the local community.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Centres and Employment Lands Strategy will provide an evidence base and recommendations in relation to the employment lands and centres. This will be reported to Council and placed on public exhibition in March 2020.</li> <li>Planning Priority 15 has been amended to refer to “and centres” with a new Action 15.8 referring to retail floor space to meet future demand.</li> <li>Planning Priority 5 actions have been amended to refer to the need for local and neighbourhood centres to meet the daily needs of local residents.</li> </ul>
40	<ul style="list-style-type: none"> <li>Your Land Use Vision sounds great but it doesn't the housing part of the LSPS.</li> <li>Increasing housing density should not be the provision of cheap apartments. In Brighton Le Sands this will destroy this beautiful beachside suburb. You will turn this area into just another rubbishy high-rise hotspot with poor links to train stations and thousands more cars will be in the area.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9 and Action 9.5). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> </ul>
41	<ul style="list-style-type: none"> <li>Stop Yarra Bay Cruise Terminal</li> </ul>	<ul style="list-style-type: none"> <li>Objection noted. Ports NSW will be undertaking community consultation on this matter and will be developing a business case for NSW Government consideration in 2020. The proposed site is not located within the Bayside LGA. However, Council will review any future Environmental Impact Statement and make a submission to the NSW Government to raise issues or seek further information.</li> </ul>
42	<ul style="list-style-type: none"> <li>Development of Brighton Le Sands for high density development will destroy the village atmosphere of the area.</li> <li>There is no parking available now and so at least 2 parking spots per unit should be provided.</li> <li>Public transport is realistic.</li> <li>Should book illegally parked vehicles on Bay Street and vicinity.</li> <li>Proposed development will result in no sunlight most of the day, same applies to the beach and the area will just turn into one big wind tunnel.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9 and Action 9.5). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> </ul>

		<ul style="list-style-type: none"> <li>• Council is preparing Transport Strategy that includes review of current transport infrastructure. The Bayside Transport Strategy will be finalised and placed on exhibition in March 2020.</li> <li>• LSPS Action 12.6 also refers to the need for increased bus routes and frequency of services, including 12.6(a) to connect with Kyeemagh, Brighton Le Sands, Ramsgate Beach, and Sans Souci with Rockdale Station.</li> </ul>
43	<p>Have lived in Botany for 30 years and makes the following comments:</p> <ul style="list-style-type: none"> <li>• Traffic congestion a major concern and there is a lack of buses and parking.</li> <li>• There is a need for better entertainment, with no restaurants worth visiting and Botany main shop area needs a face lift and modernisation.</li> <li>• Reduce the high rise building.</li> </ul>	<ul style="list-style-type: none"> <li>• The need for better public transport is noted. Planning Priority 12 has a number of actions relating to increasing bus routes and services. Also note that Transport Future 2056 (TfNSW) identifies investigations to increase rapid bus transport links (refer Table 3).</li> <li>• Council is also preparing a Transport Strategy which will be finalised and placed on exhibition in March 2020.</li> <li>• The type of retail offering is a commercial decision of shop owners/renters. Council does have a role however in ensuring there is adequate floor space to meet future demand.</li> <li>• The Bayside LEP 2020 is essentially a harmonisation of the Rockdale LEP and the Botany LEP with minimal changes to controls. No rezonings are proposed as part of this LEP harmonisation.</li> </ul>
44	<ul style="list-style-type: none"> <li>• Considers Council has allowed too much high density development resulting in too much traffic on the roads and not enough parking.</li> <li>• Ramsgate Cole's shopping centre is an example of bad planning - by expanding the foot path and bigger gardens it has made the car parking spots so small that it's so hard to get out reverse without hitting the car behind or at the front. I park near garden so on my way to go I can drive over the garden to go home.</li> </ul>	<ul style="list-style-type: none"> <li>• As with all Councils the challenge of providing housing for our community means that higher density development will be required in some locations. In planning for that development it will be important align future growth with infrastructure such as public transport, open space and community facilities and shops.</li> <li>• The Bayside Local Housing Strategy will also provide an evidence base and recommendations in relation to housing.</li> </ul>

		<ul style="list-style-type: none"> <li>The Bayside Transport Strategy will be reviewing parking rates for new development and this will be placed on exhibition in March 2020.</li> </ul>
45	<ul style="list-style-type: none"> <li>Bayside council's vision is opportunistic and ironic. Enhancing and sustaining the natural environment is paradoxical to high rise development. Brighton's value is primarily in its natural beauty, low density landscape and the warmth generated by the familial and hospitable environment. A streetscape of high density is anomalous.</li> <li>Council should look at enhancing the present existing structural landscape and sustaining what needs sustaining such as the beachfront, trimming weeds and dealing with what is already becoming a congested area particularly during the warmer months.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>Comments on the landscaping and maintenance are noted.</li> </ul>
47	<ul style="list-style-type: none"> <li>Considers that the consultation was inadequate. All residents should have received a letter in the post. The consultation period should be extended.</li> <li>Object to the entire LSPS as not notified.</li> <li>Objects to Brighton Le Sands development and what that would mean including overshadowing of the beach.</li> </ul>	<ul style="list-style-type: none"> <li>The draft Bayside LSPS and supporting documents were publicly exhibited in accordance with the requirements of Schedule 1 Community Participation of the Environmental Planning &amp; Assessment Act, 1979. They were publicly exhibited on Council's Have Your Say website for 44 days, from 19th August 2019 to 1st October 2019. Newspaper advertisements were published in the local newspapers (Southern Courier on the 27th August and The Leader on the 28th August) and notifications over the exhibition period were published on Council's E-Newsletter September 2019 issue. Several notifications over the exhibition period were published on Facebook. Additionally LSPS information sessions were held at major centres within our LGA. Two information sessions in Rockdale, Eastgardens and Mascot. One session in Wolli Creek and Brighton. There was also an information station at the Bayside Spring Fair on Saturday 14th September 2019.</li> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years (Page 9 and Action 9.5). A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> </ul>
48	<ul style="list-style-type: none"> <li>Support the Land Use Vision 2036.</li> <li>Have concern about lack of shops in Arncliffe with all the apartments we have had in the past few years. I would like to recommend the council allow more shops in the local centres especially on Wollongong road and allow some of</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Council is preparing a Centres and Employment Lands Strategy that includes a review of the land uses in the business and industrial zoned lands. Also note</li> </ul>

	<p>the older unit blocks and larger shops on Forest Road and Wollongong road to be redeveloped as they could add more shops.</p> <ul style="list-style-type: none"> <li>• Not Supportive of Cooks Cove as believe it will have a very negative outcome for Arncliffe. Hope Council does not allow this. Would prefer jobs.</li> <li>• The need to provide job growth in centres located in areas that have had high numbers of apartments but very little jobs and retail growth such as Arncliffe</li> </ul>	<p>actions in the LSPS relating to the need to support vibrant local centres – Actions 5.1, 5.2 and 15.8.</p> <ul style="list-style-type: none"> <li>• The LSPS has not identified Cooks Cove for residential development.</li> </ul>
49	<ul style="list-style-type: none"> <li>• We need to upgrade and make this area an exceptional place to live - we have the beachside and development should consist of low rise apartments no higher than what currently exists (4 levels maximum).</li> <li>• Need to consider traffic.</li> <li>• We should be beautifying the area with green space and shopping mall.</li> <li>• Approval for environmental buildings using high quality materials that are sustainable e.g. timber building at Barangaroo. Buildings with hanging gardens and some taste in design with large balconies not the square box apartments that Rockdale loves to approve that look like housing commission from the 70s.</li> <li>• Money should be spent in upgrading with a marina and retail shops consisting of eateries. Bring some life into the area but do not strangle it with overcrowding.</li> </ul>	<ul style="list-style-type: none"> <li>• Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>• The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>• Bayside LSPS includes a number of planning priorities under the themes of A city supported by infrastructure, a well-connected city jobs and skills for the city and an efficient city that relate to aligning infrastructure with new development, advocating for more public transport and reducing emission.</li> <li>• In relation to better built form outcomes note the following LSPS actions:</li> <li>• Action 9.1 refers to the encouragement of good built form outcomes including through Design Excellence Competitions, Design Excellent Panel and Design Review Panel.</li> <li>• Action 9.6 identifies taking a place based approach to the local centres including Bexley and will prepare masterplans/urban design studies or public domain plans to create great places.</li> </ul>
50	<ul style="list-style-type: none"> <li>• Population growth is inevitable, however choosing hot spots in specific suburbs for development creates awful high rise only areas such as Wolli Creek. Development should be much more evenly distributed with a focus on improved accessibility and public transport, alongside necessary services such as schools, entertainment, and road design.</li> <li>• Impact on residents should be the highest priority.</li> </ul>	<ul style="list-style-type: none"> <li>• The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing, however, higher density residential development should be aligned with infrastructure such as public transport (refer to actions under Planning Priorities 1,6 and 12).</li> </ul>



	<ul style="list-style-type: none"> <li>Focus should be on providing an entertainment precinct – there are a number of restaurants but no venues for other forms of entertainment such as pubs, theatre, musical acts, etc.</li> <li>What happened to the old plans to re-build Piers into the Bay to host entertainment venues and restaurants</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> </ul>
51	<ul style="list-style-type: none"> <li>The plan is too vague on areas around Bexley North and Kingsgrove. I can understand for Kingsgrove it is better off waiting until the metro line is confirmed before making land use changes, but Bexley North does not have this restriction.</li> <li>The surrounding streets of Bexley North have plenty of shops which offer great amenity to locals without having to travel out of the area for their daily needs.</li> </ul>	Bexley North is now identified for future investigation in the medium term (6-10 years). Refer page 57.
52	<ul style="list-style-type: none"> <li>The Draft LSPS Land Use Vision 2036 is severely compromised by the reliance of the western side of the LGA to carry the full burden of growth centres in the application of the Land Use Vision. This burden is incorrectly predicated upon the capacity of the T4 "Illawarra" and T2 "East Hills" heavy gauge rail and the housing style options provided within the vision of the LSPS is heavily weighted toward flats and apartment style living.</li> <li>The international trade gateways of Port Botany and the Sydney International Airport are run by large corporations able to look after themselves. The priority of council should be to manage and mitigate the issues that these large gateways impact upon our community such as heavy congestion on local streets, increasing numbers of heavy vehicle movements through the LGA as population grows in the outer suburbs of Sydney and the forced transport of ALL hazardous shipment via above ground road network.</li> <li>More focus needs to be placed on increasing access to open green space, better allowance for community amenity and focus on the mitigation of the international gateways of Port Botany and Sydney International Airport.</li> </ul>	<ul style="list-style-type: none"> <li>There is considerable existing capacity in the eastern side of the LGA that has not yet been developed. The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing and will be placed on public exhibition March 2020.</li> <li>Both Sydney Airport and Port Botany are important trade gateways for the Sydney region and NSW. It has been forecast that freight will increase over the next 20 years and the challenge will be in managing that traffic.</li> <li>TfNSW is preparing the South Eastern Sydney Transport Strategy. This will be looking at traffic and public transport, including traffic serving the trade gateways. Council is also preparing a Transport Strategy that includes a review of current transport infrastructure. The Bayside Transport Strategy will be finalised and placed on exhibition in March 2020. Refer to Planning Priorities 12 and 14.</li> <li>Council is undertaking a Social Infrastructure Strategy, as part of strategy will investigate existing supply, demand and opportunities of open spaces in the LGA. This will be reported to Council and placed on public exhibition in March 2020.</li> </ul>

		<ul style="list-style-type: none"> <li>Planning Priorities 4 and 21 have a number of actions to deliver high quality open spaces and consider open space and community facilities in the earliest stage of planning.</li> </ul>
53	<ul style="list-style-type: none"> <li>High rise living does not work here in Oz 'housing of today and slums of tomorrow' additionally they are not built properly (as per Opal and Mascot towers) To many people without a sense of community or social cohesion.</li> <li>Need to look after our echo systems and create more open space, bike tracks, and heritage educational facilities as this is a significant area.</li> <li>Please keep your hands off selling off crown land to developers to steal Barton Park from us residents. Less cars, more public transport. More activities for children and families</li> <li>Be careful we don't end up another slum, this area attracts a lot of people that leave rubbish, so whatever you do you need to ensure you can man the parks for security and social cohesion for all including residents, tourist and holiday makers.</li> <li>Liveability would mean not high rises as past three stories has documented evidence as not working with residents disconnected to community and a higher rate of crime. We don't need any more high- rise dodgy built building!</li> <li>This is a unique area with unique pieces of land we need to look after it including Barton Park.</li> </ul>	<ul style="list-style-type: none"> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing. Refer to Planning Priority 7 provide choice in housing to meet the needs of the community which includes an action to achieve a greater mix of dwelling types.</li> <li>Council is undertaking a Social Infrastructure Strategy and as part of this strategy will investigate existing supply, demand and opportunities of open spaces in the LGA. This will be reported to Council and placed on public exhibition in March 2020. There are a number of actions in the LSPS that relate to provision of open space and our natural areas (refer LSPS Planning Priorities 19, 20 and 21).</li> <li>Another relevant study is the Bayside Bike Plan which is currently in preparation and will be placed on public exhibition in March 2020. This will identify priority routes and support the TfNSW principal bikes routes (Refer Action 12.12 and 12.3) as well as looking to identify connections to centres, open space and other destinations.</li> <li>There are no plans to sell Barton Park.</li> </ul>
54	<ul style="list-style-type: none"> <li>The draft doesn't make mention of prioritising accessible housing projects to meet the needs of an aging population and for people living with a disability. (B7 touches on needs of the community).</li> <li>B12 footpaths and cycleway to be functionally wide enough. E.g. Bexley Aquatic centre has ramp access to the entry but is only wide enough for a one-way use as a wheelchair user. Accessible parking spaces need to be increased to cope with the demands of an aging population- there is a shortfall of spaces for permit holders.</li> <li>'A well-connected city' needs to also consider the whole journey of people with limited mobility. For example, accessible train stations need to have safe</li> </ul>	<p>Refer Action 7.1 and new action at 7.1 (d) relating to a review of the DCP to include universal design principles.</p> <p>A Transport Strategy is being prepared and parking provision will be reviewed. It will be placed on public exhibition in March 2020.</p> <p>Council has adopted the Disability Inclusion Action Plan 2017-2021 with Focus Area One being on liveable communities. Refer to LSPS Action 5.1(d).</p>

	and accessible pick-up points for wheelchair users to complete their journey home by car or taxi. Wolli Creek station is an example where this is particularly problematic.	
55	<ul style="list-style-type: none"> <li>• Too much high rise development. Development should be restricted to low rise.</li> <li>• Stop taking parkland and green space for more ugly apartments.</li> <li>• Don't lease golf course to developers.</li> <li>• Save Barton Park and protect wetlands.</li> <li>• More parks, cycle ways and public transport.</li> <li>• Plant more trees.</li> </ul>	<ul style="list-style-type: none"> <li>• As with all Councils the challenge of providing housing for our community means that higher density development will be required in some places. In planning for that development it will be important align future growth with infrastructure such as public transport, open space and community facilities and shops.</li> <li>• There is also a need to provide housing choice and therefore a range of housing type should be provided (refer Planning Priority 7). The Bayside Local Housing Strategy will also provide an evidence base and recommendations in relation to housing.</li> <li>• Council is undertaking a Social Infrastructure Strategy and as part of this strategy will investigate existing supply, demand and opportunities of open spaces in the LGA. There are a number of actions in the LSPS that relate to provision of open space and our natural areas (refer LSPS Planning Priorities 19, 20 and 21).</li> <li>• The Bayside Bike Plan is currently in preparation and will be placed on public exhibition in March 2020. This will identify priority routes and support the TfNSW principal bikes routes (Refer Action 12.2 and 12.3). Prioritising walking, cycling and public transport is recognised as important (refer Action 5.1).</li> <li>• Council values the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer actions 19.6, 19.8, 19.10). These will set out the management framework and actions into the future.</li> <li>• Planning Priority 20 has a number of actions to increasing tree canopy (Actions 20.2- 20.7). These actions will increase tree canopy cover generally as well as within the green grid corridors.</li> </ul>

		<ul style="list-style-type: none"> <li>There are no Council plans to sell Barton Park.</li> </ul>
56	<ul style="list-style-type: none"> <li>The land use vision needs to make explicit reference to a numerical target (15% or more) for subsidised or 'non-market' provision of affordable housing.</li> <li>It also needs to include specific emissions targets that will lead to a rise in temperatures of no more than 1.5 degrees, as recommended by the IPCC.</li> </ul>	<ul style="list-style-type: none"> <li>Council is finalising a Local Housing Strategy and will be preparing an Affordable Housing Policy (refer Bayside Planning Priorities 7 and 8). This work needs to be completed prior to establishing a Bayside policy position.</li> <li>Council is working with Resilient Sydney to develop an action plan to improve management of energy, water and waste. Actions around this are included under Planning Priority 23.</li> </ul>
57	<ul style="list-style-type: none"> <li>Extremely concerned about the high-rise apartments that are being built and are planned for along Princes Highway, from Rockdale to Wolli Creek. 12 storey apartments is not desirable. Should be kept to between 5 -7 story heights.</li> <li>Development should respect existing character and heritage of our area. Keep the art deco and historical facades of buildings, such as the upper level facade of Charcoal Kingdom, the facade of Westpac Bank, the Tramway near to Rockdale Bus Terminal building facades, etc.</li> <li>Our kids also need green-space, great facilities and a safe area.</li> </ul>	<ul style="list-style-type: none"> <li>As with all Councils the challenge of providing housing for our community means that higher density development will be required in some places. In planning for that development it will be important to align future growth with infrastructure such as public transport, open space and community facilities and shops.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>An Aboriginal Heritage study and Non Aboriginal Heritage Strategy are being prepared. These will be placed on public exhibition March 2020. Also refer Planning Priorities 9, 10 and 11.</li> <li>Council is undertaking a Social Infrastructure Strategy and will investigate existing supply, demand and opportunities of open space and community facilities in the LGA. This will be reported to Council and placed on public exhibition in March 2020. The provision of social infrastructure is important when planning new development. Refer Planning Priority 4.</li> </ul>
58	<ul style="list-style-type: none"> <li>Would like more time to review and comment on the LSPS.</li> <li>Is angry at the lack of consultation and letters should have been sent out to all residents.</li> <li>3 out of your 4 resident's info sessions were held in Eastgardens/Mascot. More should have been held in the former Rockdale LGA area.</li> </ul>	<ul style="list-style-type: none"> <li>All Greater Sydney Councils were required to have commenced the public exhibition of the draft LSPS by 1 October 2019 and are required to make the LSPS by 31 March 2020. The LSPS was publicly exhibited on Council's Have Your Say website for 44 days, from 19th August 2019 to 1st October 2019.</li> </ul>

	<ul style="list-style-type: none"> <li>• Objects to Brighton Le Sands proposal and questions the reason why it is being considered, as it is not a priority precinct and would add to congestion.</li> <li>• Concerned that any development will end up like mascot Towers.</li> <li>• Grand Parade is already congested and 1000 more dwellings would turn into a parking lot.</li> </ul>	<ul style="list-style-type: none"> <li>• Newspaper advertisements were published in the local newspapers (Southern Courier on the 27th August and The Leader on the 28th August) and notifications over the exhibition period were published on Council's E-Newsletter September 2019 issue. Several notifications over the exhibition period were published on Facebook.</li> <li>• Additionally LSPS Information sessions were held at major centres within our LGA. Four in the former Rockdale LGA and four in the former Botany LGA.</li> <li>• Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>• The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> </ul>
59	<ul style="list-style-type: none"> <li>• The Bayside area has become extremely congested with traffic, even more so during festive seasons.</li> <li>• Living on Barton Street it is very difficult to find parking and this will only worsen with high rise buildings. Due to lack of parking at the beach there are often visitors also parking in the street.</li> <li>• Congestion will on roads leading to the M5 and M1 will get worse.</li> </ul>	<ul style="list-style-type: none"> <li>• The LSPS does not propose redevelopment in the Monterey area. In relation to Brighton Le Sands, further work will be undertaken. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>• The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>• Council recognises that congestion is a problem. Planning Priority 12 has a number of actions relating to increasing bus routes and services.</li> </ul>
60	<ul style="list-style-type: none"> <li>• I do believe the short time frame between the closing of submissions for the Draft LSPS and the drafting of the LEP maps for the Planning Panel means there is very little time for Council Strategic Planners to consider the submissions from the public.</li> <li>• I believe that Planning Priority is 6 is lacking in its direction for housing growth in Bexley North. Bexley North is a local centre and doesn't even get a mention.</li> </ul>	<ul style="list-style-type: none"> <li>• All Greater Sydney Councils were required to have commenced the public exhibition of the draft LSPS by 1 October 2019 and are required to make the LSPS by 31 March 2020.</li> <li>• The Bayside LEP 2020 is a harmonisation of the Botany LEP and the Rockdale LEP. No substantive changes to the land use zones are part of this planning proposal.</li> <li>• Bexley North is now identified for future investigation in the medium term (6-10 years). Refer page 57.</li> </ul>

61	<ul style="list-style-type: none"> <li>Consolidation not expansion is needed.</li> <li>There is a lack of infrastructure and environmental protections.</li> <li>Protection from over population needed.</li> <li>There is no evidence of best practice.</li> </ul>	<ul style="list-style-type: none"> <li>All Greater Sydney Councils were required to have commenced the public exhibition of the draft LSPS by 1 October 2019 and are required to make the LSPS by 31 March 2020.</li> <li>Council is undertaking nine studies/strategies including on Aboriginal Heritage, Non Aboriginal Heritage, Centres and Employment Lands Strategy, Review of Environmental Planning Controls, Flooding and Stormwater Study, Land Use Limitations Study, Local Housing Strategy, Social Infrastructure Strategy and Transport Strategy and these will be placed on exhibition in March 2020. The next Bayside LSPS will be underpinned by this evidence base to support and justify additional planning priorities and actions that are more specific and place based. Council will commence a review in the next term of council in 2020.</li> </ul>
62	<ul style="list-style-type: none"> <li>I am opposed to high rises along Brighton beach as the current infrastructure cannot cope with more residents. Also I believe these buildings will ruin the views of Rockdale residents and devalue their property prices</li> <li>The priority should be increasing usage of our wetlands and river ways</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>Council values the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer actions 19.6, 19.8, 19.10). These will set out the management framework and actions into the future.</li> </ul>
63	<ul style="list-style-type: none"> <li>Too much development</li> <li>Not enough foreshore protection</li> <li>No mention of rising water tables</li> <li>Growth should not be supported until green spaces are increased and this isn't from existing golf courses.</li> <li>Building standards in area are shocking and designs appalling.</li> </ul>	<ul style="list-style-type: none"> <li>As with all Councils the challenge of providing housing for our community means that higher density development will be required in places. In planning for that development it will be important to align future growth with infrastructure such as public transport, open space and community facilities and shops.</li> <li>The LSPS recognises the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and</li> </ul>

		<p>biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer actions 19.6, 19.8, 19.10). These will set out the management framework and actions into the future.</p> <ul style="list-style-type: none"> <li>• There are also a number of actions in the LSPS that relate to provision of open space (refer LSPS Planning Priorities 4 and 21).</li> <li>• In relation to better built form outcomes note the following LSPS actions: <ul style="list-style-type: none"> <li>• Action 9.1 refers to the encouragement of good built form outcomes including through Design Excellence Competitions, Design Excellent Panel and Design Review Panel.</li> <li>• Action 9.6 identifies taking a place based approach to the local centres including Bexley and will prepare masterplans/urban design studies or public domain plans to create great places.</li> </ul> </li> </ul>
64	<ul style="list-style-type: none"> <li>• There is no clarification from the previous Arncliffe and Banksia Precinct Proposal 2016 regarding the scope of the development around Banksia and Arncliffe town centres and stations. We have major concerns for development that is unsympathetic to the character of the local area and will have a significant impact on the local view corridors.</li> <li>• There is also little consideration in this development proposal of the fact the T4 Illawarra line is currently at capacity in the peak hour, and the line has insufficient capacity to increase the number of services.</li> </ul>	<ul style="list-style-type: none"> <li>• The Arncliffe and Banksia Precinct was completed by DPIE in 2018 and the land rezoned.</li> <li>• Council has prepared a draft Arncliffe and Banksia Public Domain Plan and Technical Manual. This document provides a complete approach to the design of the public domain.</li> <li>• TfNSW will be providing additional services on the T4 Illawarra Line and T8 Airport and South line through the More Trains More Services Program. This program envisages a turn up and go service through most of the day when completed.</li> </ul>
65	<ul style="list-style-type: none"> <li>• There is no reference to ensure the well-being of citizens through management of the environment (air/water/noise/light pollution, drainage, environmental monitoring). Cities around the world are realising that as you try and pack more people into smaller areas, you need to make the space liveable. By making sure that the environment they live in is safe and not impacting on their health, you are delivering on the goal of a liveable city.</li> </ul>	<ul style="list-style-type: none"> <li>• The LSPS has a number of Planning Priorities relating to the environment and reducing community risk. Refer Planning Priority 23 and 24.</li> <li>• LSPS Action 12.6 refers to the need for increased bus routes and frequency of services, including 12.6(a) to connect with Kyeemagh, Brighton Le Sands, Ramsgate Beach, and Sans Souci with Rockdale Station.</li> </ul>

	<ul style="list-style-type: none"> <li>• Would like better public transport, particularly frequency of buses (478/479) and trains (Rockdale).</li> <li>• Address noise pollution in Brighton-Le-Sands (especially from cars/motorcycles on Grand Parade/Bay St/Moate Ave).</li> <li>• Need appropriate cycle ways (current ones are either on a busy road or too narrow or too packed with pedestrians).</li> <li>• Object to the proposed 10 storey development along the Grand Parade. It would increase overshadowing of the beach.</li> <li>• 6-8 storeys is where it reaches the limit of what feels like a community and after this crosses into a developer's build-and-dump nirvana, where buildings and not communities are being built such as Wolli.</li> </ul>	<ul style="list-style-type: none"> <li>• TfNSW will be providing additional services on the T4 Illawarra Line and T8 Airport and South line through the More Trains More Services Program. This program envisages a turn up and go service through most of the day when completed.</li> <li>• Another relevant study is the Bayside Bike Plan which is currently in preparation and will be placed on public exhibition in March 2020. This will identify priority routes and support the TfNSW principal bikes routes (Refer Actions 12.2 and 12.3) as well as looking to identify connections to centres, open space and other destinations.</li> <li>• Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands. The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> </ul>
66	<ul style="list-style-type: none"> <li>• Not enough consideration to the devastating impact to Brighton beach by high rises overshadowing beach.</li> <li>• Not enough green space for everyone's use.</li> <li>• No investment into wetlands.</li> <li>• Local infrastructure in terms of public transport has not changed. Around Banksia and Arncliffe area.</li> </ul>	<ul style="list-style-type: none"> <li>• Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands. The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>• Council is undertaking a Social Infrastructure Strategy and as part of this strategy will investigate existing supply and demand of open space in the LGA. This will be reported to Council and placed on public exhibition in March 2020. Also refer to Actions 4.3 and 21.1-21.5 which relate to delivering open space.</li> <li>• Council values the importance of the wetlands, waterways and other natural areas. The LSPS Planning Priority 19 covers all waterways and biodiversity in Bayside. A number of strategies will be prepared including a Water Management Strategy, Biodiversity Strategy and Environmental Strategy (refer</li> </ul>



		<p>actions 19.6, 19.8, 19.10). These will set out the management framework and actions into the future.</p> <ul style="list-style-type: none"> <li>TfNSW will be providing additional services on the T4 Illawarra Line and T8 Airport and South line through the More Trains More Services Program. This program envisages a turn up and go service through most of the day when completed.</li> </ul>
67	<ul style="list-style-type: none"> <li>Not In favour of high density &amp; 1000 apartment building plans including high rises in Brighton Le Sands.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> </ul>
68	<ul style="list-style-type: none"> <li>Less High Rise. Why can Brighton be like suburbs that are more vibrant around the shore.</li> <li>No tunnels and motorways</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>The M6 Stage 1 project has been approved by state government. Details on this project are available on the TfNSW website.</li> </ul>
69	<ul style="list-style-type: none"> <li>Currently too many apartments are being built and Rockdale is too overcrowded.</li> <li>Consider that trees in Bestic Street should be removed or trimmed regularly and leaves should be cleaned before planting more trees.</li> </ul>	<ul style="list-style-type: none"> <li>As with all Councils the challenge of providing housing for our community means that higher density development will be required in some locations. In planning for that development it will be important align future growth with infrastructure such as public transport, open space and community facilities and shops. Rockdale is identified as a local centre. The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>Maintaining existing and providing more tree canopy in the LGA is important. Refer Planning Priority 20 which has a number of actions to increasing tree</li> </ul>

		canopy (Actions 20.2- 20.7). These actions will increase tree canopy cover generally as well as within the green grid corridors. Your comments regarding maintenance are however noted.
70	<ul style="list-style-type: none"> <li>I do not support the rezoning of land in Arncliffe, west of the rail line, to high density residential. Arncliffe has a beautiful suburban character that features many federation homes, key to the character of the suburb and respectful of its history of residential occupation.</li> <li>The extension of the awful lack of planning that is the mess of Wolli Creek's residential redevelopment is absolutely not supported in Arncliffe.</li> </ul>	<ul style="list-style-type: none"> <li>Council is undertaking a number of studies and strategies that when finalised will guide these investigations, including a Local Housing Strategy. This will be placed on exhibition March 2020.</li> <li>Noted.</li> </ul>
71	<ul style="list-style-type: none"> <li>Current infrastructure is inadequate. Infrastructure should be brought up to date prior to new developments being approved. We've been waiting years for the Page St/ Wentworth Avenue intersection to be corrected and yet council approved further development close by that have worsened conditions. The existing residents should take priority over new developments.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Design for this intersection has commenced along with Baker Street. Council recognises the current congestion. Additional funding is being sought from State Government to be able to commence the work.</li> </ul>
72	<ul style="list-style-type: none"> <li>Suggested further expansion in Arncliffe, Banksia and in particular Brighton Le Sands with high rise buildings is ludicrous. This will not only change the amenity of the beachfront and risk overshadowing onto the actual beach, but further congest the area.</li> <li>Traffic on The Grande Parade and Princes Highway is already over capacity with no plans to upgrade local infrastructure except the M6. Already existing issue of lack of parking to local residents including the whole beach fronts from Kyeemagh through to Dolls Point.</li> <li>The train services are very poor with only one train every ten minutes to the morning &amp; evening peak services. Rockdale used to be included in express services but not anymore.</li> <li>No higher rise buildings to the St George area, we are at capacity.</li> </ul>	<ul style="list-style-type: none"> <li>Further work will be undertaken in relation to Brighton Le Sands. The LSPS has been amended to reflect that the timing for investigations is 1-5 years. A draft Master Plan is being prepared and community consultation will be undertaken in early 2020. This will frame further work on Brighton Le Sands.</li> <li>The Bayside Local Housing Strategy will provide an evidence base and recommendations in relation to housing.</li> <li>Council recognises that congestion is a problem. Planning Priority 12 has a number of actions relating to increasing bus routes and frequency of services, including 12.6(a) to connect with Kyeemagh, Brighton Le Sands, Ramsgate Beach, and Sans Souci with Rockdale Station.</li> <li>TfNSW will be providing additional services on the T4 Illawarra Line and T8 Airport and South line through the More Trains, More Services Program. This program envisages a turn up and go service through most of the day when completed.</li> </ul>
73	<ul style="list-style-type: none"> <li>Bexley North should have its own master plan for increased housing or an explanation provided why higher density is not suitable in the surrounding residential streets close to the train station.</li> </ul>	<ul style="list-style-type: none"> <li>Bexley North is now identified for future in the medium term (6-10 years). Refer page 57.</li> </ul>

## **Council Meeting**

**11/12/2019**

Item No	8.2
Subject	<b>Sydney Gateway Environmental Impact Statement</b>
Report by	Michael McCabe, Director City Futures
File	F09/596.002

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## **Summary**

On the 20<sup>th</sup> November 2019, the Department of Planning, Industry and Environment and Industry (DPI&E) notified Council of the exhibition of a State Significant Infrastructure Development Application for the construction of the Sydney Gateway Road Project.

Sydney Gateway is part of a NSW and Australian Government (Infrastructure Australia) high priority project initiative to improve road and freight rail transport through the important economic gateways of Sydney Airport and Port Botany. The 'Bayside Centres and Employment Land Strategy (Background Paper)' dated May 2019 identifies Bayside as playing a major supporting role in freight and logistics, positioned as it is between Sydney's trade gateway and Central Business District.

The Eastern City District Plan 'Planning Priority E9 – Growing international trade gateways' (Planning Priority E9) notes that Port Botany is the freight hub for the State of New South Wales and is projected to grow significantly – with container traffic at Port Botany projected to grow from 2.4 million to 8.4 million containers by 2050; and Sydney Airport is forecast to grow from 39 million to 74 million passengers by 2033.

The draft Bayside Transport Strategy notes that Sydney Airport's freight task will increase by 58 percent, reaching one million tons per year by 2039 and identifies Sydney Gateway as facilitating freight from WestConnex to the airport precinct and traffic movement to and from Port Botany.

Council staff will prepare a submission on the Environmental Impact Statement (EIS) for the Sydney Gateway Road Project.

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## **Officer Recommendation**

- 1 That Council notes the economic importance of the Sydney Gateway Road Project.
  - 2 That Council endorses the request for delegation to be provided to the General Manager to sign Council's submission on the EIS for the Sydney Gateway Road Project.
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## **Background**

'Sydney Gateway' is part of a NSW and Australian Government initiative to improve road and freight rail transport through the important economic gateways of Sydney Airport and Port Botany. Sydney Gateway is comprised of two projects:

- 1 Botany Rail Duplication

## 2 Sydney Gateway Road Project

### Botany Rail Duplication

The EIS for the Botany Rail Duplication project was publicly exhibited from 16<sup>th</sup> October 2019 to 13<sup>th</sup> November 2019. A submission prepared by Council staff was considered by Council at its meeting on 13<sup>th</sup> November 2019 and subsequently forwarded to the DPI&E for their consideration.

### Sydney Gateway Road Project

The Sydney Gateway Road Project aims to create easier road journeys to and from Sydney Airport and improved connections between the terminals and includes the following key features:

- Connection to St Peters Interchange and beyond - A four-lane raised road in each direction with bridges to cross Canal Road and the freight rail line.
- Connection from St Peters to the International terminal - A four-lane road in each direction with two bridges over Alexandra Canal.
- New Link Road - This new airport freight access route will provide connections to Link Road following closure of Airport Drive.
- Widening of Qantas Drive - Widened from two-lanes to three-lanes in each direction to reduce congestion.
- New elevated road or 'flyover' to the Domestic terminals- The 'flyover' will separate vehicles travelling to the Domestic terminals from traffic heading towards Port Botany and Southern Cross Drive. This will enable travel from St Peters Interchange to the Domestic terminals without stopping at a single traffic light.
- Alternative shared cycle and pedestrian pathway - New alternative cycle and pedestrian pathway to connect from Alexandra Canal to Mascot at Coward Street.

The NSW Minister for Planning and Public Spaces is the consent authority under Section 5.12 (2) of the *Environmental Planning and Assessment Act 1979* (EPAA).

The exhibition period is from Wednesday 20<sup>th</sup> November 2019 to Thursday 19<sup>th</sup> December 2019. Full documentation of the project can be found at:

<https://www.planningportal.nsw.gov.au/major-projects/project/10156>

The draft submission to the DPI&E will address matters associated with the proposed development, in particular:

- Contamination
- Traffic and transport
- Biodiversity
- Property
- Air Quality and Noise
- Port Botany and Cooks River Intermodal Freight Access
- Active Transport and Community Connectivity
- Sydney Airport public transport services
- Excellence in architectural design for the flyover structure
- Construction fatigue

Furthermore, it is noted the *Port Authority of New South Wales: Project Update 1 October 2019 Cruise Capacity* newsletter (**Attachment 1** and link) ([https://www.portauthoritiesnsw.com.au/media/3792/project\\_update\\_1\\_october2019.pdf](https://www.portauthoritiesnsw.com.au/media/3792/project_update_1_october2019.pdf)) states in relation to local traffic impacts:

*“Traffic flows associated with a cruise terminal will be modelled .....The assessment will consider movements generated by passenger arrivals and departures, potential public transport solutions and the use of vehicles to service and supply provisions to vessels. Other nearby projects such as Sydney Gateway and Port Botany Freight Line Duplication are underway to relieve congestion on the road networks and information from these projects is also being incorporated into planning for a potential terminal”*

This implies that the consideration of a proposed cruise ship terminal at either Molineaux Point, Port Botany or Yarra Bay, Phillip Bay is taking into consideration the outcomes of Sydney Gateway Road Project and Botany Rail Duplication in addressing local traffic congestion.

The Port Authority, however, has released very few details to the public of what the impacts of the cruise ship terminals would be, particularly in relation to traffic and transport impacts.

Therefore Bayside Council is unable to adequately assess traffic benefits of the Sydney Gateway Road Project without understanding how much of the suggested increased in capacity of the roads being delivered by the Sydney Gateway Road Project and Botany Rail Duplication would potentially be nullified by traffic requirements of the proposed Cruise Ship terminal. The cumulative impact of the major projects which may be progressed in the area should be modelled and included in the assessment of the Sydney Gateway Project.

### **Preliminary draft Major Development Plan**

Parts of the Sydney Gateway Road Project are located on land owned by the Commonwealth and leased by Sydney Airport Corporation Limited. This part of the project is separately defined as ‘major airport development’ in accordance with the *Airports Act 1996* (Act).

The approval process under the Act requires a Major Development Plan to be approved by the Australian Minister for Infrastructure, Transport and Regional Development.

In this regard, the applicant has prepared a preliminary draft Major Development Plan, which is on exhibition from 20<sup>th</sup> November 2019 to 21<sup>st</sup> February 2020 (60 days).

Council staff will prepare a response to the preliminary draft Major Development Plan in a separate report for Council’s consideration.

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### **Financial Implications**

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## Community Engagement

The exhibition period for the Sydney Gateway Road Project commenced 20<sup>th</sup> November 2019 and concludes on 19<sup>th</sup> December 2019.

DPI&E have advised that Roads and Maritime Services will undertake community notification of the exhibition.

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## Attachments

Port Authority of NSW Project Update 1st October 2019 [↓](#)



The NSW Government is developing a Detailed Business Case that considers and assesses options for a potential third cruise terminal in Sydney.

Helping NSW adapt to the growing and changing cruise market is critical to ensure that Sydney responds to increasing global demand for cruising and our position as Australia's top cruise destination.

A Detailed Business Case is being developed to investigate cruise capacity, industry demand and assess two potential sites at Yarra Bay and Molineux Point near Port Botany. The project is being led by Port Authority of NSW in collaboration with NSW Treasury.

An important part of the project is seeking feedback from stakeholders and the community to help inform a potential third cruise terminal and the development of the business case.

#### Why do we need more cruise capacity and a third terminal?

Cruise is the fastest growing tourism sector in Australia, generating \$2.75 billion for the NSW economy, supporting around 10,000 jobs and creating about \$800 million in wages.

During the 2019/20 cruise season 350 cruise ships are forecast to visit ports across NSW, including 317 ship visits to Sydney's two terminals, the Overseas Passenger Terminal (OPT) at Circular Quay and White Bay Cruise Terminal in Balmain. This means 1.6 million passengers are visiting NSW this season alone.

During the peak season, which runs from December to March each year, the OPT operates near capacity. This means Sydney is missing cruise ship calls, as the cruise lines seeking to deploy larger ships (which are too tall to pass under the Harbour Bridge)

cannot obtain berthing slots at the terminal over the summer months.

The number of cruise ships berthing in Sydney Harbour has increased in recent years, as has the trend toward larger ship sizes. The NSW Government has worked to accommodate this demand using existing infrastructure over recent years.

Without investment in additional infrastructure, Sydney will not be able to service this demand and address capacity constraints. The Detailed Business Case is the next step in helping to ensure Sydney can respond to growing demand for cruising.

The importance of this project is recognised at both a state and national level. The NSW Government's 2018 State Infrastructure Strategy recommended the NSW Government

The cruise industry generates \$2.75 billion for the NSW economy, supporting around 10,000 jobs and creating about \$800 million in wages.\*

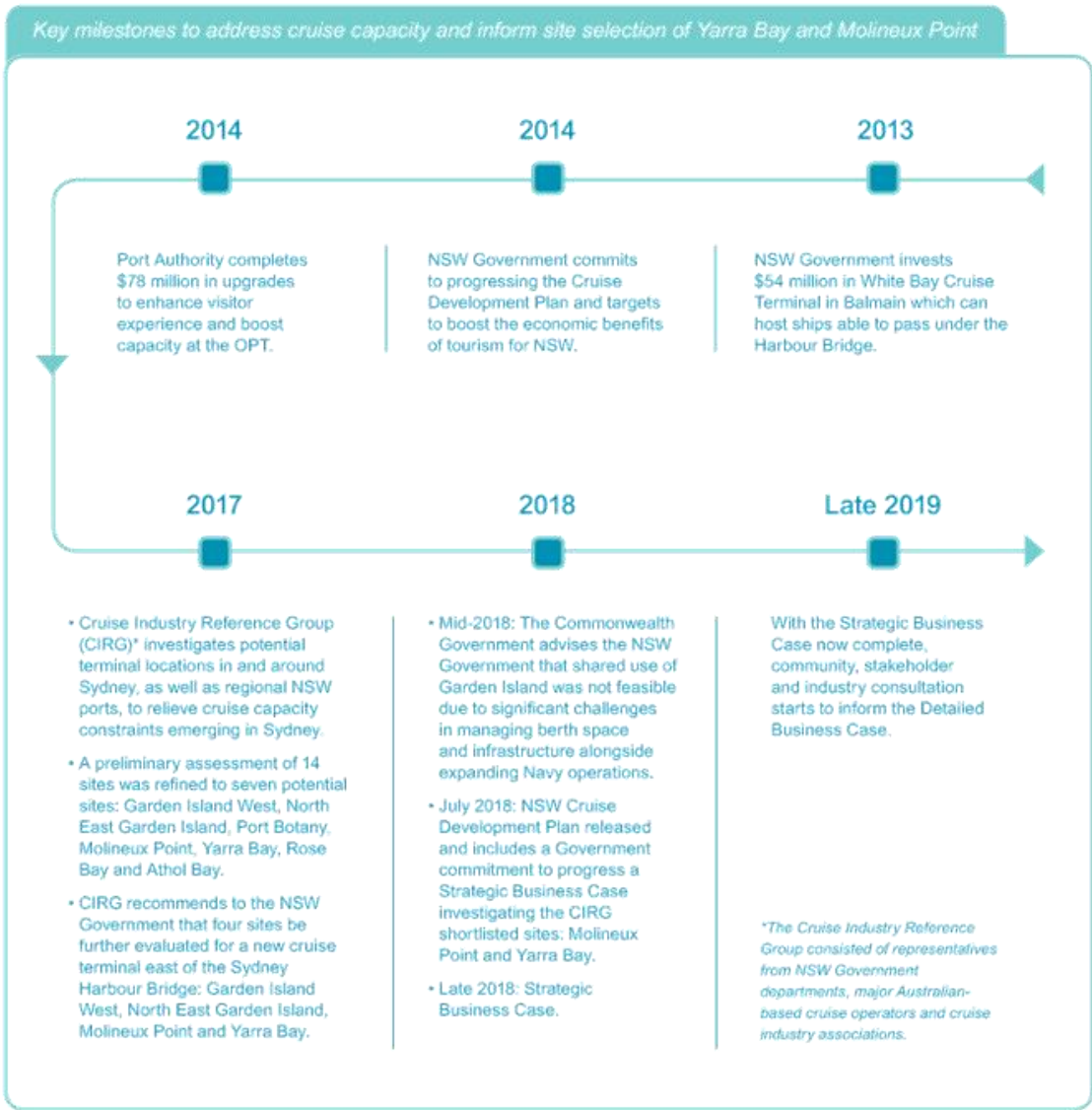


prepare a Strategic Business Case to provide additional cruise berthing capacity in Sydney.

Addressing cruise capacity was also recognised as a priority initiative on Infrastructure Australia's 2019 Infrastructure Priority List and cruise capacity constraints and flow-on impacts on domestic tourism were listed as key challenges in Infrastructure Australia's recently released 2019 Australian Infrastructure Audit.

\*Cruise Lines International Association and Australian Cruise Association (2018)  
- Economic Impact of the Cruise Industry in Australia, 2017-18, p.15 & 16





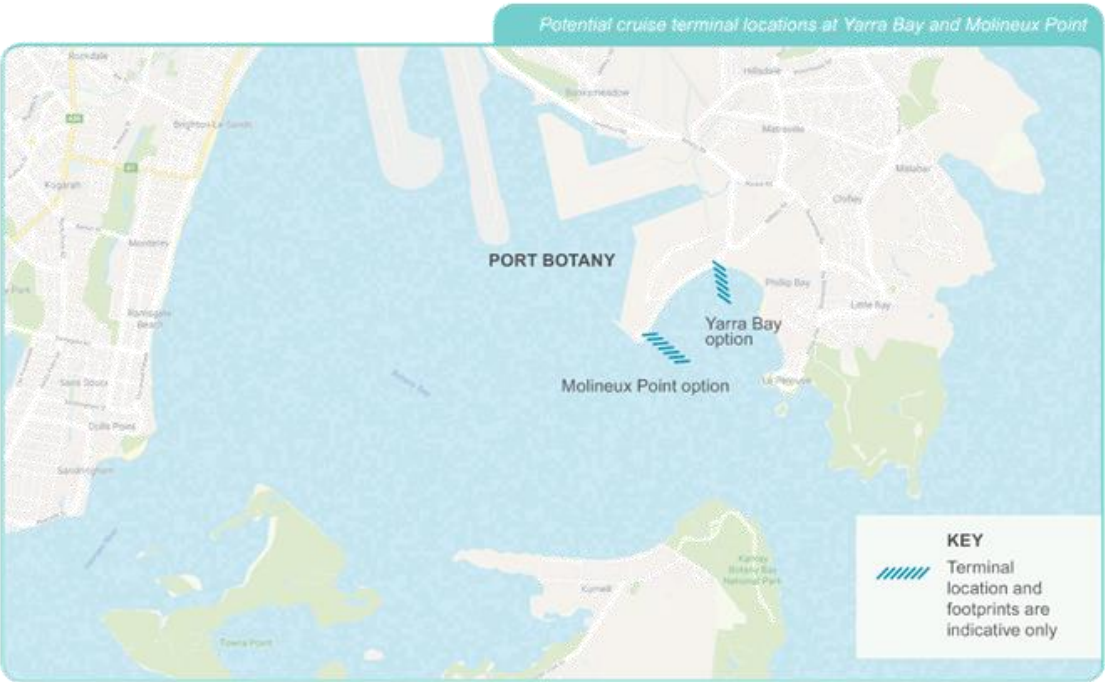
**How were Yarra Bay and Molineux Point selected as site options?**

The NSW Government has worked alongside the cruise and tourism industry for several years to explore options for addressing capacity constraints in Sydney. Factors that have determined site suitability include ease of navigation, marine conditions, access, transport, environment and residential suitability.

**Why isn't Garden Island being explored as an option for a cruise terminal?**

Garden Island is located on the southern side of Sydney Harbour. The Commonwealth Government has ruled out Garden Island as an option as the Garden Island Defence Precinct incorporates the Australian Navy's primary operational base on Australia's east coast. The NSW Government recognises the strategic

and economic importance of Garden Island as an operational Navy base, as well as its historical and cultural value for the community. No sites at Garden Island will therefore be considered as part of the Detailed Business Case.





## Next steps

### How can stakeholders and community members be involved?

Consultation with local stakeholders has started. Community information sessions will be held in coming months to allow the community to meet the project team, ask questions and provide feedback for a potential preferred site option. Please register for project updates at

[www.yoursaycruisecapacity.com.au](http://www.yoursaycruisecapacity.com.au)

to receive details of when information sessions will be held. Through consultation we want to understand:

- how the community uses and what they value about the local area, to help minimise potential construction and operational impacts
- ideas that local community and stakeholders may have for how the area might be used in the future, if a potential terminal progressed.

During this time, we will also engage with cruise operators and the broader industry, as the NSW Government assesses the viability of the options, potential partnering and financing arrangements, and undertakes further detailed technical studies.

In early 2020 we will hold another round of information sessions to update the community on the project's progress and provide more information about a potential site option.

The Detailed Business Case will be submitted to the NSW Government for consideration in 2020. If a preferred site is approved by the

NSW Government to progress to project delivery, further consultation will take place as part of other project approvals – including the public exhibition of an Environmental Impact Statement (EIS).

### When would a third cruise terminal in Sydney be operational?

Should the project be approved to progress by the NSW Government a range of factors would influence the timing of project approvals and delivery. The timeframe for a State Significant Infrastructure (SSI) or State Significant Development (SSD) application and EIS typically takes one to two years. If the project is approved the procurement, design and construction of a terminal would take several years. If the project progresses, more details about timing would be provided to community and industry stakeholders at each stage.

### Local traffic impacts

We understand Port Botany is a busy area and that managing traffic and transport impacts of a potential cruise terminal is critical. Traffic flows associated with a cruise terminal will be modelled by technical specialists in close consultation with other relevant government authorities, including Transport for NSW and local councils. The assessment will consider movements generated by passenger arrivals and departures, potential public transport solutions, and the use of vehicles to service and supply provisions to vessels. Other nearby projects such as Sydney Gateway and the Port Botany Freight Line Duplication

are underway to relieve congestion on the road networks and information from these projects is also being incorporated into planning for a potential terminal.

### Environmental impacts

In developing the Detailed Business Case, a wide range of issues are being considered. Detailed environmental studies will be completed considering potential construction and operational impacts on the land and marine environment, operational noise and pollution, marine life, seagrass and fishing, as well as Indigenous and European heritage.

If the project is approved to progress to delivery, a separate SSI or SSD application, including an EIS would be prepared. The EIS is a planning approval document that would include further detailed technical and environmental studies of the preferred cruise terminal site. An EIS would be placed on public exhibition for further comment and consultation.

### About Port Authority of NSW

Port Authority manages the navigation, security and operational safety needs of commercial shipping in Sydney Harbour, Port Botany, Newcastle Harbour, Port Kembla, Eden and Yamba. With over 6,000 visits from trade and cruise vessels each year, the ports of New South Wales contribute billions of dollars to our economy; create thousands of jobs and support countless businesses.

Port Authority works 24/7 to ensure the safety of these ships, the security of our working ports and the protection of our marine environment.

The NSW Government is committed to keeping stakeholders and the community updated as the project progresses and using their feedback to inform the project.

For more information and to subscribe to project updates visit [www.yoursaycruisecapacity.com.au](http://www.yoursaycruisecapacity.com.au) call 1800 717 530 or email: [haveyoursaycruise@portauthoritynsw.com.au](mailto:haveyoursaycruise@portauthoritynsw.com.au)



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## Council Meeting

11/12/2019

Item No	8.3
Subject	<b>Kogarah Place Strategy</b>
Report by	Michael McCabe, Director City Futures
File	SF19/54

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## Summary

This report is seeking Council's endorsement of the Kogarah Collaboration Area Place Strategy (the draft Place Strategy), including its vision, priorities and actions (**Attachment 1**).

Kogarah is identified as a Collaboration Area, Strategic Centre and Health and Education Precinct in the Greater Sydney Region Plan, owing to its significant cluster of health and education activities. It is also referred to in Action 26 of the South District Plan which is *"To deliver and implement a Place Strategy for Kogarah health and education precinct"*. Kogarah's success is important for achieving the vision for a 30-minute city outlined in the Greater Sydney Region Plan. Transport for NSW's Future Transport 2056 identifies several mass transit routes that will connect Kogarah to other areas in Greater Sydney.

On 27 February 2019, the Greater Sydney Commission (the Commission) briefed Council and the General Manager on the Collaboration Area process.

On 30 October 2019, the Commission provided a follow up briefing on the outcomes of the process including the draft Kogarah Place Strategy's vision, priorities and actions.

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## Officer Recommendation

- 1 That Council endorses the draft Kogarah Place Strategy.
  - 2 That Council notes that the draft Kogarah Place Strategy is anticipated to be approved by the Greater Sydney Commission's Full Commission on 10 December 2019.
  - 3 That Council notes that the draft Kogarah Place Strategy will be publicly released following its approval at the Greater Sydney Commission's Full Board meeting.
- 

## Background

Since December 2018, the Commission facilitated collaboration with 153 stakeholders to develop solutions to these complex challenges through workshops and meetings chaired by the Eastern City District Commissioner and former South District Commissioner. The Kogarah Collaboration Area Stakeholder Group (the Stakeholder Group) comprised:

- Bayside Council
- Georges River Council
- NSW Ambulance
- Create NSW
- Department of Planning, Industry and Environment (DPIE)

- Place and Infrastructure Team
- Greater Sydney Team
- Energy Environment and Science Team
- Public Spaces Team
- Green and Resilient Places Team
- Government Architect NSW
- Greater Sydney Local Land Services
- NSW Health – Health Infrastructure
- NSW Treasury (including former Jobs for NSW)
- NSW Land and Housing Corporation
- Office of Sport
- Department of Education – School Infrastructure NSW
- South Eastern Sydney Local Health District
- South Sydney Regional Organisation of Councils
- St George Police Area Command
- State Emergency Service
- Sydney Water
- TAFE NSW
- Transport for NSW (including former Roads and Maritime Services)
- University of New South Wales

The Commission also engaged with non-government and private stakeholders through the Kogarah Collaboration Area Reference Group. This included local businesses, community service and housing providers and anchor tenants to major properties that were nominated by the Councils.

The Stakeholder Group collectively identified that in order to realise Kogarah's metropolitan potential, collaboration is needed to address the complex challenges facing the area including:

- The centre falls within the jurisdiction of two councils and requires a joined-up approach to planning;
- Timetabling and capacity issues has meant that public transport use is limited;
- Pressure on existing open space and infrastructure
- Impacts on traffic around Kogarah Town Centre when M6 Stage 1 is introduced
- Increased development and additional dwellings in Kogarah North and Rockdale Town Centre that put pressure on existing infrastructure
- Pressure on open space
- Limited cultural infrastructure and night-time activities in the Rockdale and Kogarah Town Centres

The Stakeholder Group co-designed a vision for Kogarah which ensured a shared understanding of the desired outcomes for the area. The vision is focussed on connectivity, education, research and wellness.

The vision for the Kogarah Collaboration Area is:

*By 2036, the Kogarah Collaboration Area will be a vibrant health and knowledge precinct that fosters innovation, provides access to comprehensive education, is home to research institutions and is well-connected to major economic centres by efficient transport links.*

*The Collaboration Area will emphasise wellness with efficient, healthy and resilient natural and urban environments, as well as places and movement networks that are high amenity and promote the population health and community wellbeing.*

The vision was used to drive the development of a draft Place Strategy that reflects the collective views of the Stakeholder Group. The draft Place Strategy aims to create a place-based framework consisting of 12 priorities and 38 actions for stakeholders to undertake to realise the vision, address challenges and leverage existing assets, networks and activity.

The draft Place Strategy does not address land-use development but is designed to clearly articulate the shared vision for the place and collectively guide decisions about the area including investments made by State Government Agencies.

The Kogarah Collaboration Area Stakeholder Group was invited to provide feedback on the draft Place Strategy for two weeks. Seventeen comments were received, and the draft Place Strategy reflects this feedback.

The following actions were identified by the Stakeholder Group as the most critical in the Place Strategy:

- Develop a place-based integrated transport strategy that includes a funding and implementation plan;
- Develop a master plan and public domain plan for the Collaboration Area that emphasises wellbeing, amenity, safety and safe crossings, cultural infrastructure and activity with costing and funding;
- Develop a vision, brand and marketing plan that creates an identity for the precinct and promotes the vision for the Collaboration Area;
- Develop a climate resilience strategy that identifies climate change risks and develops and implements an adaptation plan; and
- Establish an enduring precinct governance structure and group to deliver the actions in the place strategy which includes a partnership between Georges River and Bayside Council and with key anchor institutions in the Collaboration Area.

## Next steps

The Kogarah Place Strategy is currently in draft form. On 10 December the draft Place Strategy will be reported to the Commission's Full Board for approval. Subject to approval, it will be made publicly available on the Commission's website.

The Commission proposes to work closely with Bayside Council, Georges River Council and the Stakeholder Group to support the establishment of an ongoing governance framework that allows a long-term focus on the place and enable acceleration of implementation of the priorities and actions in the Place Strategy.

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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There are no immediate financial implications for Council, however actions collectively identified by the Stakeholder Group that show Council as a Lead may require funding and resourcing commitment into the future in order to deliver the actions.

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## Community Engagement

The Kogarah Collaboration Area Place Strategy reflects the community's input into the development of the *South District Plan*, *Eastern City District Plan*, and Bayside Council and Georges River Council's Community Strategic Plans.

The draft LSPS identifies '*Plan for the Kogarah Collaboration Area*' as a planning priority. There was also extensive consultation with the community undertaken as part of the LSPS and their supporting studies. The draft LSPS and supporting documents were publicly exhibited on Council's Have Your Say website for 44 days, from 19<sup>th</sup> August 2019 to 1<sup>st</sup> October 2019. Newspaper advertisements were published in the local newspapers and notifications over the exhibition period were published on Council's E-Newsletter. Additionally, to help inform the community about the LSPS, council hosted eight (8) information stations at strategic locations across the LGA over the period of four (4) weeks.

The public will be offered further opportunities to have their say into planning for the Kogarah Collaboration Area through:

- Future updates of the *South District Plan and Eastern City District Plan*;
  - Bayside Council and Georges River Council's Local Environmental Plans; and
  - Individual agency programs and projects.
- 

## Attachments

Draft Kogarah Place Strategy (under separate cover)

## Council Meeting

11/12/2019

Item No	8.4
Subject	<b>Arncliffe and Banksia Public Domain Plan and Technical Manual</b>
Report by	Michael McCabe, Director City Futures
File	SF18/1990

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## Summary

The purpose of preparing a Public Domain Plan and Technical Manual for Arncliffe and Banksia is to provide developers and Council with a holistic approach to the design of the public domain. The plan includes specification of tree species, tree location, design of pavement details and the proposed layout of public domain areas to enhance the character and quality of the precinct. The public domain plan includes the Arncliffe Town Centre surrounding main streets including Wollongong Road shopping areas, the Princes Highway and through site links.

The Public Domain Plan sets the guidelines and material palettes for the public domain works in the Arncliffe Town Centre. The Technical Manual provides written specification and standard drawings for constructing street works in the public domain in accordance with the guidelines as set in the Public Domain Plan.

The Draft Public Domain Plan and Technical Manual was on public exhibition from 7 November until 1 December 2019.

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## Officer Recommendation

That Council resolves to adopt the Arncliffe and Banksia Public Domain Plan and Technical Manual.

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## Background

The Bayside West Planned Precinct includes areas in Arncliffe and Banksia that are the subject of *State Environmental Planning Policy Amendment (Arncliffe and Banksia Precincts)* and applicable planning controls. Bayside Council received a \$3 million grant from the NSW government towards improvements to the public domain in the Arncliffe and Banksia area. Council has prepared the Arncliffe and Banksia Public Domain Plan and Technical Manual to guide detailed design and construction of works in the public domain. The Guidelines and Technical Manual will be a supporting document to the Development Control Plan and Section 7.11 Development Contributions Plan.

Council's consultant, Environmental Partnership has prepared the draft Public Domain Plan with input from a technical working group of Council staff. The scope of the consultancy included:

- Ground level and underground services survey for the project area.
- Identification of a place vision.

- Identification of street hierarchy and role of open space within the project area.
- Public domain concepts for the identified streets within the project area, including streetscape design of footpaths, intersections and crossings, parking and cycle ways.
- Selection of materials palette, street furniture suites, street tree planning and vegetation.

The finalisation of the Arncliffe and Banksia Public Domain Plan will enable Council to commence the detailed design of the Arncliffe Town Centre in accordance with an adopted public domain plan. It will also provide the guidance required by developers to prepare public domain designs for road frontages in the precinct.

### Grant Funding Agreement

The Public Domain Plan and Technical Manual and Streetscape Improvements are funded under the Department of Planning, Industry and Environment's Precinct Support Scheme. Council received \$3 million to undertake these projects of which \$525,000 is identified for the development of the Public Domain Plan and Technical Manual.

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### Financial Implications

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### Community Engagement

A public exhibition period commenced on 7 November 2019 and ended on 1 December 2019. Nine written submissions were received and seven individuals provided comments on Council's Facebook page. A summary of the submissions and comments is attached.

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### Attachments

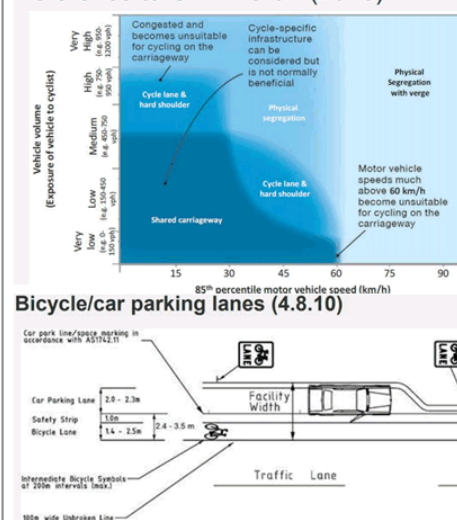
- 1 Draft Arncliffe and Banksia Public Domain Plan and Technical Manual (under separate cover)
- 2 Response to Submissions [↓](#)

Written Submissions – Content Manager		
Submission Maker	Issue	Council Officer Response
1.	<ul style="list-style-type: none"> <li>Looking at the zoning plan, there are quite a few areas increased to high or medium density residential, and the Princes Highway corridor is bounded by mixed use and enterprise corridor sections; I am not familiar with their characteristics, but I suspect it may create a road canyon with high buildings on each side. This leads to issues on related matters later on, especially considering the extreme number of trees proposed to line Princes Highway.</li> <li>I was quite concerned about having 35m<sup>3</sup> (four truckloads) of non-structural soil for each tree, but our Roads Engineer explained they are a good idea to support a road surface over a tree root system. I am still nervous about the idea of large tree branches which could drop down in areas where maintenance of vegetation would be minimal.</li> <li>One of the issues with tree plantings is to make sure they are all aligned to allow pedestrians to walk in straight lines rather than weaving. Trees should be generally aligned with street furniture which acts as a similar obstruction. Some of the footway cross-sections show trees covering multiple positions laterally across the footpath.</li> <li>Installing services underground is okay, but you should always be aware of the effect of a large number of trees when dealing with underground services. Stormwater drainage and sewerage take up a large amount of space, and require straight lines between pits, and can only flow downhill. Make sure the space taken up by each tree does not impact on future drainage and sewerage upgrades. In high density areas a lot of room is required for all services underground; you may be better off having gardens instead of trees in such areas.</li> <li>With something like Figure 3.12, be aware that a pram ramp in such a situation will usually be blocked by the car of the person who wants to use it. Usually in car parks we have a vacant space (blocked by a bollard) for the pram ramp next to an accessible parking spot.</li> <li>Cycleways: I would avoid using linemarked cycle lanes where they are not separated from the road. Especially in a congested area like</li> </ul>	<ul style="list-style-type: none"> <li>Noted. As per 'Green Plan' maximum tree canopy is supported along the Princes Highway. This provides public domain setback, enhances street character and pedestrian amenity. These comments will be further considered during street detail design stage.</li> <li>Noted. All trees in public spaces require maintenance.</li> <li>Proposed pedestrian way are all aligned to allow pedestrian to walk in straight line. In some streets, tree plantings acts as a barrier between pedestrian way and cycleway. Feedback will be further considered during street detail design stage.</li> <li>Noted. To avoid impact of trees on drainage and sewerage 'Root barrier' will be proposed during detail design stage. A root barrier will keep trees and hardscapes from conflicting. Root barriers will be flexible enough to not crack with pressure, but enough to block tree roots and redirect their growth. The PDP &amp; TM will be amended to include root barriers during detail design.</li> <li>All pram ramps and parking permissions are subject to detailed design Road Safety Audit</li> <li>Wollongong Road is a designated bus route and as such the required travel lane shown in the PDP is</li> </ul>



Wollongong Road. If used correctly, there should be “No Stopping” restrictions put along the whole roadside, and I can see the residents blowing up about not being able to park on the road. Mixed traffic lanes are okay.

wider, cannot accommodate a line marked bike lane and must operate as a shared vehicle/bicycle lane. Preferred typology for safe bicycle lanes is ‘separated from traffic’ however due to cost and other considerations these cannot always be applied. As such, lower cost on-road bicycle facilities can be guided by the below matrix of expected traffic speed and volume from Austroads 2016 GTRM part4 Reference to GTM Part 4 (2016)



- Lighting and footway pavements are something which I will cover as they appear in the Technical Manual. I didn't look too closely at the individual plans in the design guidelines, but I did notice Firth Street. The ninety-degree parking is a disaster waiting to happen in a congested busy

- Ninety degree parking arrangement on Firth Street is currently in place and Austroads standards to manage 'angled' parking adjacent to bike lanes is covered in Cycling Aspects to Austroads 2017 page 40. This

	<p>street, especially with a painted cycle lane adjacent just to complicate things.</p> <ul style="list-style-type: none"> <li>▪ Paved footways are a huge problem for maintenance. They should only be added to a mature area after it has been developed and all services have been installed. In Wolli Creek, we cut through sections of pavers, and were unable to replace them as the quarry had run out in the ten years since the pavers were specified. And they hate having to keep a supply of different types of pavers at the depots for all the different pavers used all over the Council area in case we need to dig something up. I would much prefer concrete or asphalt until such a time as all development has long been completed and the area needs to be spruced up. Using pavers as a highlight or stretcher band isn't bad, as those usually aren't the area to be cut up during maintenance on services.</li> <li>▪ All street lights should be Ausgrid standard. That ensures they will maintain them; Wolli Creek just turned into a disaster with the lights specified requiring high-frequency maintenance, which we have no budget for. Multi-function poles are unnecessary; lights aren't needed at traffic signals, and banners should have their own poles as the structural standards are different. Apparently there were problems on a previous town centre project when combining banners and lights on the same pole. Just make sure the footpath lighting is to P3 in high-traffic areas, and all zebra crossings have PX3 standard minimum. How the lights look is less important than how the lights work.</li> </ul>	<p>particular bike lane is applied in the uphill direction only, where the downhill is a shared (bike/traffic) lane.</p> <ul style="list-style-type: none"> <li>▪ Noted, Re: Paved footways – all pavement materials proposed are based on the town centre hierarchy.</li> <li>▪ Noted. Ausgrid will conduct/audit the lighting design for this precinct. The PDP &amp; TM is amended to reflect Ausgrid standard lights.</li> </ul>
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Have Your Say Submissions		
Submission Maker	Issue	Council Officer Response
2.	<ul style="list-style-type: none"> <li>▪ Incorrect references to Riverine Park as 'Riverline Park' in all mapping e.g. but not limited to pages 7,9,16,85</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. The PDP &amp; TM is updated to reflect correct spelling of Riverine Park</li> </ul>
3.	<ul style="list-style-type: none"> <li>▪ Great to see use of stratavault in street tree planting detail - use of this system more extensively in proposed plaza and street tree proposals would ensure higher levels of success in needed tree canopy establishment and longevity and should be encouraged as part of both private developer and council projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ Street tree canopy is one of the defining elements of public domain structure. Selected tree species range considered form canopy.</li> </ul>

4.	<ul style="list-style-type: none"> <li>I feel Francis Ave, Brighton Le Sands is in desperate need of trees. Most of the area and streets behind Francis seem to be ok. It just in need of a facelift and tree avenue. It would look so beautiful and less bare.</li> </ul>	<ul style="list-style-type: none"> <li>The PDP &amp; TM provides guidance for the design and implementation of public domain improvements to the Arncliffe and Banksia Town Centres.</li> </ul>
5.	<ul style="list-style-type: none"> <li>If you would like advise on what trees to plant, please ask Graham Ross Ph: 1300 133 100 <a href="http://www.gardenclinic.com">www.gardenclinic.com</a></li> <li>Here are my suggestions; Bottlebrush Callistemon viminalis 'Captain Cook' Banksia 'Bird Song' Banksia spinulosa. 'Birthday Candles' Banksia integrifolia 'Austraflora Roller Coaster' Banksia spinulosa 'Honeypots' Banksia serrata 'Old-man. Banksia' Banksia plagiocarpa The Hinchinbrook or Blue Banksia Banksia ericifolia 'Hairpin Banksia' Grevillea banksia. Prostrate Grevillea candelabroides Grevillea excelsior (Orange Flame Grevillea) Grevillea hirtella Grevillea preissii Grevillea. The lemanniana Grevillea treueriana Grevillea whiteana Grevillea 'Canberra Gem' Grevillea 'Honey Gem' Grevillea 'Poorinda. Anticipation' Grevillea 'Orange Marmalade' Grevillea 'Robyn Gordon' Grevillea 'Strawberry Blonde'</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> <li>The proposed trees in PDP &amp; TM are a mixture of native and deciduous trees.</li> </ul>
6.	<ul style="list-style-type: none"> <li>I am a resident / owner of a property at Station Street Arncliffe. It seems to me like more trees could be planted generally around the Arncliffe town centre. And Wollongong road. I also feel like there is an opportunity to use the Belmore Street. Reserve as a key connector between the WOLLONGONG road neighbourhood centre and the Arncliffe town centre. This Reserve currently feels a bit sad.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Belmore Street is area covered by the Public Domain guidelines. Any upgrades to Belmore Street Reserve will be considered as a separate project.</li> </ul>
7.	<ul style="list-style-type: none"> <li>While informative on type of materials and standards for physical improvements to the area, it doesn't speak to keeping to the heritage value of the buildings in Arncliffe both residential and commercial. It's one thing to have more greenery and good footpaths but a greater recognition of the style and character of the area is needed in my view. None of the new developments in Arncliffe seem to take this into account with old buildings being demolished for units (Belmore St and proposed in Firth St). I've been living in Arncliffe for over 10 years and have seen a number of plans for the area's streetscape. As yet nothing has changed. The reserves around Arncliffe (Almond St, Belmore St, Allen St) are just the same as they've always been. The Arncliffe streetscape remains unchanged, the roads have intersection of Belmore St and Station St is full of potholes. This report references previous reports for the area going back some years. I don't mean to</li> </ul>	<ul style="list-style-type: none"> <li>The draft Arncliffe and Banksia Public Domain Plan and Technical manual provides Council's vision for the precinct for all future public domain works and provides guidelines for the elements that create precincts character. The PDP &amp; TM ensures street furniture is compatible and complimentary to heritage fabric. The PDP &amp; TM does not focus on new development of buildings for the area. This is role of Local Environmental Plan (LEP) and Development Control Plan (DCP).</li> </ul>

	<p>sound cynical but it will be disappointing of this is just another report that ticks a box from a compliance standpoint with Govt.</p>	
8.	<ul style="list-style-type: none"> <li>I'd like to enquire that the Arncliffe and Banksia Public Domain Plan will include plentiful public bench seating along footway pavements as part of your "Street Furniture". This is will add to "provide a holistic approach for the Arncliffe and Banksia Town Centres" as stated in your document. I think this is imperative for the residents as there are many elderly and parents with children that need many resting points on their way from shopping to home by foot.</li> <li>"precincts are planned, so getting around on foot will be easier" as stated in your document, how do you plan to do this is my question, will you be adding a lot more bench seating, as I've suggested? Achieve Design Excellence: You mention high architectural and design standards taking into consideration retention of local character and heritage. Yet at 30 Firth Street, Arncliffe (as one example) there is currently a DA which will include the demolition of "our local "character". I'm interested to know how you plan to keep the actual character of such buildings. I suggest the intricate facades be incorporated into any future approved DA's. I think your document does not provide enough detail to heritage retention, can you please be more specific how this will be done, which buildings will be preserved? Furthermore, will you add historic character to any new builds to blend with the character of our area? As I'm only seeing that you are transforming our area's character to modern architecture and not retaining the original feel and fabric of our community. The existing character Victorian, Federation, Art Deco buildings add value to an area, they never date as most modern builds do, so it seems logical to retain and build new buildings that have a feel of the old, in respect of our area. Two very good architects who respect the past buildings are SJB.COM.AU and BREATHE.COM.AU, if you look at their designs we could have better planned precincts when it comes to our buildings.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Additional seating will be considered during detail design stage of Firth Street upgrade.</li> <li>The draft Arncliffe and Banksia Public Domain Plan and Technical manual provides Council's vision for the precinct for all future public domain works and provides guidelines for the elements that create precincts character. The document will be used by: <ul style="list-style-type: none"> <li>Council when planning future works or upgrades; and</li> <li>Private Developers who are required to deliver public domain improvements associated with developments.</li> </ul> <p>The PDP &amp; TM ensures street furniture is compatible and complimentary to heritage fabric.</p> <p>The PDP &amp; TM does not focus on new development of buildings for the area. This is role of Local Environmental Plan (LEP) and Development Control Plan (DCP).</p> </li> </ul>
9.	<ul style="list-style-type: none"> <li>Arncliffe and Banksia Public Domain Plan &amp; Technical Manual I wish to comment on the draft Public Domain Plan (the Plan) and Technical Manual (the Manual). It is evident that a lot of work has gone into the Plan and the Manual. There are also numerous references to inclusion of findings from community consultation and this is great to see. I would like to make some observations: Language I found the language used in the Plan difficult to understand. It does not communicate to me,</li> </ul>	<ul style="list-style-type: none"> <li>Noted, for consideration in development of future Council document.</li> </ul>

	<p>as a person with no relevant qualifications, what I can expect my neighbourhood to look like. Obviously, I can see the drawings of streets, trees, pedestrian accessways and so on and get an idea of what is proposed but, with the exception of the riverine element, I am struggling to understand how heritage is reflected in these designs.</p> <ul style="list-style-type: none"> <li>▪ I have read and reread a number of statements such as this: An understanding of the current and potential place qualities should be integrated with the performance objectives to guide future public domain design and this: Street gardens ... provide an accent for targeted application to reflect different areas within the precinct and I don't know what you are trying to say. What is [a] targeted application for example? There are numerous other examples. I have spent quite some time trying to decipher these documents which are going to create my neighbourhood (or parts of it) and I have found it a frustrating exercise.</li> <li>▪ I note that the word complimentary is used when you mean complementary and I hope to see this corrected in the final version.</li> <li>▪ Trees and gardens The plans for the parks, gardens and trees look great. I would request that we consider natives for all our trees to support our bird life.</li> <li>▪ My only concern about gardens and green spaces that are part of developments, such as the green spaces at Wolli Creek, is that they are not allowed to deteriorate. Parts of the green open spaces at Wolli Creek look very neglected and frankly are toilets for the dogs in the apartments.</li> <li>▪ Heritage There are many references to heritage in the documents, but I could not find anything which identified in specific detail what would be considered our heritage. (The river is an exception to this, and I note many places in the document where elements of the river (stone for example) are to be incorporated into the public domain). There are references to "heritage elements" and "heritage fabric" but what do these terms mean if we don't ask (or describe in some detail) what makes up our heritage? What is 'heritage fabric' and how are we to measure a development/creation of public space against this criterion? Is there another document which describes this? I cannot see this referenced in these documents.</li> <li>▪ I attended the community consultation at the town hall in March 2019 along with my neighbours. We brought with us many photos showing buildings in Rockdale,</li> </ul>	<ul style="list-style-type: none"> <li>▪ Noted. The words suggest that street gardens are proposed in some places.</li> <li>▪ The PDP &amp; TM be amended to reflect right spelling of 'complementary'.</li> <li>▪ The proposed trees in PDP &amp; TM are a mixture of native and deciduous trees.</li> <li>▪ Noted, will be taken into consideration.</li> <li>▪ Noted</li> <li>▪ As a part of Bayside LSPS, extensive community consultation were undertaken in March 2019.</li> </ul>
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	<p>Banksia and Arncliffe which we thought reflected the cultural and built heritage of our area, including Banksia Station. Many of these were of styles which could be identified as (I imagine) Colonial, Edwardian, Victorian, Art Deco, Californian Bungalow and so -on. I note the requirement that Development should positively contribute to the area and be undertaken to achieve high architectural and design standards taking into consideration retention of local character and heritage but does that mean we will see some of the shapes (elements?) of the existing older buildings, which residents consider aesthetically pleasing, included in or replicated in the design of the public domain? I am concerned that without a more direct and emphatic requirement this will not happen. With this statement Simple and enduring visual character can best cater to an evolving and diverse community I think you are in fact suggesting the opposite. That is, simple, i.e. bland design will appeal to a greater number of people.</p> <ul style="list-style-type: none"> <li>▪ Are the photos, such as the one on the cover of the Plan and around pages 51 and 52, intended as any sort of guide? These could be suburbs anywhere. I would like to see more examples/photographs/descriptions of what constitutes our heritage including descriptions of architectural styles (such as Art Deco or Edwardian) and shapes or elements if that is the correct term.</li> <li>▪ On a positive note it is good to see that Heritage Items (as listed) are to be “strongly visible”.</li> <li>▪ I take this to mean that development will not detract from listed heritage buildings. Hattersley St I have written to Council to ask about the plans for Hattersley St but at the time of writing I have had no response. This is disappointing. I am aware that it is futile to oppose the demolition of the buildings and the rise of apartment blocks in what is a lovely quiet tree lined street. Clearly our beautiful heritage listed railway station is an obvious reference point in any design and, if development in Hattersley St is to take into consideration “local character and heritage”, then this is an opportunity to replicate some of the shapes/designs/elements used in the station buildings. Is it possible then to be more specific and direct about this?</li> <li>▪ Lighting and street furniture I note that the Lighting is [to be] compatible and complimentary (sic) to heritage fabric. I can see that consideration has been given to the ‘riverine’ environment in the proposed design for lighting, but I wonder</li> </ul>	<ul style="list-style-type: none"> <li>▪ Image on PDP &amp; TM cover page and on page 50 &amp; 51 are illustrative view of Princes Highway viewing south at Burrows street.</li> <li>▪ Noted</li> <li>▪ The draft Arncliffe and Banksia Public Domain Plan and Technical manual provides Council's vision for the precinct for all future public domain works and provides guidelines for the elements that create precincts character. The PDP &amp; TM does not focus on new development/ demolition of buildings for the area.</li> <li>▪ Noted. The PDP &amp; TM ensures street furniture is compatible and complimentary to heritage fabric.</li> </ul>
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	<p>whether in fact we can look at some lighting styles which do reflect our built heritage. Aside from the reference to the river the proposed design seems very plain and not reflective of some of the more ornate elements in our shop facades, heritage items and so -on. Perhaps in those areas where we are going to retain some of our older buildings (and I am hoping that includes the buildings opposite Banksia station on Railway St) there is a way in which developers can contribute to what might be feature lighting in some areas? In Marrickville (or it might be Dulwich Hill) there is lovely lighting under the awnings. Similarly, the seating is meant to reference heritage but there is nothing about the proposed seats that calls to mind any feature of our built environment. Could we please give some consideration to including seating that is beautiful as well as functional? I would appreciate the opportunity to be more involved with the development of these documents.</p>	<p>All lights are ensured to follow Ausgrid standard. The PDP &amp; TM be amended to reflect Ausgrid standard. The PDP &amp; TM does not address awning in private property.</p>
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Facebook Comments		
Submission Maker	Issue	Council Officer Response
10.	<ul style="list-style-type: none"> <li>Whatever you do please don't plant any more bottlebrush as street trees! The dropping flowers create a ridiculous mess. I'm all for native planting to encourage birds and bees, but bottlebrush is incredibly messy!</li> <li>The flowers and leaves that drop clog up the drains as well.</li> </ul>	<ul style="list-style-type: none"> <li>No bottle brush trees are proposed.</li> </ul>
11.	<ul style="list-style-type: none"> <li>Massive shade trees that protect the boulevards are ideal. Not scrawny eucalypts that provide no shelter.</li> </ul>	<ul style="list-style-type: none"> <li>Street tree canopy is one of the defining elements of public domain structure. Selected tree species range considered form canopy.</li> </ul>
12.	<ul style="list-style-type: none"> <li>I like the tuckeroos trees planted along west Botany Street nice and hardy with nice foliage</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Tuckeroo trees are part of identified tree species for PDP &amp; TM. Tuckeroo trees are provided on Queen Street, Belmore Street, Firth Street and Eden Street.</li> </ul>
13.	<ul style="list-style-type: none"> <li>How about trees that are native to our region, but again I have to ask how many of these studies is council going to waste money on, one was done only a few years ago, what happened to the results of that one.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed trees in PDP &amp; TM are a mixture of native and deciduous trees. Selected species provide sun access and enhance the landscape features.</li> </ul>

14.	<ul style="list-style-type: none"> <li>Hopefully lots: it's too hot in Bayside. We have the lowest % of tree cover of all metropolitan Councils (i.e. 13%) so this is very timely. Many Councils and indeed State government policy is to aim for 40%. I'm hoping this means Bayside will work towards a similar target</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Urban tree canopy is important and our priority. The same is reflected in our draft LSPS Bayside Planning Priority B20, which has number of actions identified to increase tree canopy cover generally as well as within the green grid corridors.</li> </ul>
15.	<ul style="list-style-type: none"> <li>Trees that don't foul the power lines or obstruct drivers views at intersections would be a good start.</li> </ul>	<ul style="list-style-type: none"> <li>Noted. Key public domain principles outlined in the PDP &amp; TM function to design so that canopies do not impede traffic movements and provide adequate clearance to the type of vehicular traffic to individual streets and the design to maintain all required sight lines at pedestrian / cycle crossings, road intersections and driveways. PDP &amp; TM provides tree supply requirements with minimum sizes indicated on the species recommendations and at height spread and calipre.</li> </ul>
16.	<ul style="list-style-type: none"> <li>The only trees to plant are native trees. They bring in the native birds. How good that be.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed trees in PDP &amp; TM are a mixture of native and deciduous trees. Selected species provide sun access and enhance the landscape features.</li> </ul>



**Council Meeting**

**11/12/2019**

Item No	8.5
Subject	<b>Roads and Maritime Services Proposed M6 - Property Matters</b>
Report by	Michael McCabe, Director City Futures
File	SF19/17

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**Summary**

In conjunction with the proposed M6 Extension Stage 1 (Project), the RMS are proposing to undertake open space upgrade works (known as the Offset Works) within McCarthy Reserve/Ador Park and Brighton Memorial to offset the loss of open space at Bicentennial Park.

Whilst being undertaken by the RMS, the Offset Works are funded against Council's compensation entitlement arising from a series of compulsory acquisitions for the M6 Project. Both Council and the RMS have been in ongoing discussions on the legal framework to give effect for the Offset Works (proposal) and the compulsory acquisitions required for the project.

This report considers the proposed legal documentation and seeks endorsement from Council on the key terms proposed in the Memorandum of Understanding and ancillary attachments, including the Deed of Compulsory Acquisition by Agreement.

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**Officer Recommendation**

- 1 That the attachments to this report be withheld from the press and public as they are confidential for the following reason:  
  
With reference to Section 10(A) (2) (c) of the Local Government Act 1993, the attachment relates to information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That Council notes the update of the M6 Extension Stage 1.
  - 3 That Council approves the key terms of the proposed Memorandum of Understanding and ancillary attachments, including the Deed of Compulsory Acquisition by Agreement, that are annexed to this report as Annexure 2, 4 to 8 inclusive, subject to further negotiation on the remaining terms including those identified in Confidential Annexure 9.
  - 4 That the General Manager be delegated to finalise the commercial terms for this matter.
  - 5 That the Mayor and General Manager be delegated to sign and seal, where required, all documentation required to complete this matter.
-

## Background

In October 2017 the NSW Government announced their proposal to proceed with the F6 (now M6) Extension Stage 1, being twin four kilometre tunnels linking the New M5 Motorway at Arncliffe to President Avenue, Kogarah.

Since the project announcement the RMS has engaged with stakeholders, of which Council is one. The project relies on the use of land that is under Council's ownership or care and control and the project is solely contained within the Local Government Area of Bayside.

RMS's consultation with Council since the project announcement has centred principally on:

- Project planning matters which require approval, being the EIS and REF;
- Broad project components (e.g. motorway, active transport network);
- Community offset works;
- Property and legal considerations; and
- Reinstatement works (in recent discussions).

Specifically, the M6 project requires a series of compulsory acquisitions affecting land under the ownership/control of Council. The acquisitions, generally, are required for:

- Temporary construction compounds for the tunnelling and motorway works.
- Temporary construction compounds for ancillary items such as an active transport network and subterranean electricity supply infrastructure.

The discussions between parties to date have centred on a compulsory acquisition by agreement, whereby the RMS will upgrade McCarthy Reserve/Ador Park and Brighton Memorial Reserve as Offset Works for the loss of use of Bicentennial Park, during construction.

Parties (at an officer level) have reached in principle agreement on the substantive components of the legal documents relating to the proposed acquisitions required for the M6 Project. Whilst the specific matters relating to the contemplated legal documentation are addressed further in this report, the documents included are:

- Memorandum of Understanding;
- Deed of Compulsory Acquisition by Agreement;
- Construction Lease (Offset Works); and
- Construction Lease (M6 Project related).

## Offset Works

The RMS are proposing to undertake upgrade works within two Council owned reserves, known as McCarthy Reserve/Ador Park and Brighton Memorial Reserve. Collectively the upgrades within these reserves are hereafter referred to as the Offset Works.

The Offset Works are funded from Council's compensation entitlement arising from the proposed compulsory acquisitions (both temporary and permanent) proposed over Council owned/controlled land.

The Offset Works proposed generally include:

*McCarthy Reserve/Ador Park*

- Upgraded full-sized sports field at McCarthy Reserve from a grass turf to a synthetic turf;
- A new mid-sized turf sports field at Ador Park Precinct;
- A new public vehicle access point off West Botany Street and a new car park with increased capacity and improved layout;
- Removal and replacement of the existing car park at Bay Street;
- A new skate park;
- New playground facilities to a regional classification;
- A new pedestrian bridge over Muddy Creek to provide connectivity between McCarthy Reserve and the Ador Park Precinct;
- An addition to the West Botany Street bridge to provide a dedicated bicycle bridge for connectivity to the proposed F6 Extension Stage 1 project pedestrian and cyclist shared pathway;
- A pedestrian and cyclist shared path with links to local connections including the proposed F6 Extension Stage 1 project pedestrian and cyclist shared;
- Lighting will be provided around the new sports fields, along the shared pathway, at the new skate park and around the new car park area;
- A new amenity building with change rooms, canteen kiosk and bathroom amenities servicing McCarthy Reserve users;
- A new toilet block with associated amenities servicing Ador Park Precinct users;
- Fencing around the sports fields and reserve boundaries, where and as required; and
- Tree planting and landscaping.

*Brighton Memorial Fields*

- Upgraded full-sized sports field from a grass turf to a synthetic turf;
- A new mid-sized grassed turf sports field with irrigation facilities;
- A new amenities building servicing the playing fields;
- New playground facilities to a local classification;
- Upgraded car park with increased parking capacity;
- Lighting will be provided around the sports fields and the upgraded car park;
- New fencing around the sports fields and reserve boundaries where and as required; and
- Tree planting and landscaping.

The Offset Works are currently the subject of detailed design which has progressed past the 20% design milestone. The Offset Works are the subject of community consultation, as part

of a Review of Environmental Factors (REF). The concepts as outlined in the REF on exhibition) are tabled as Annexure 10.

Confidential Attachment 1 tables provide initial indicative costings for the Offset Works (compiled by the RMS at concept level).

Subject to detailed design and any required approval process, the indicative timing for the commencement of the Offset Works would be around April/May 2020.

### **Reinstatement Works for the Arncliffe Site and Bicentennial Park**

The Environmental Impact Assessment (EIS) for the project notes a requirement for six construction compounds. Two of the larger construction compounds will be located on Council owned land, these being; the Arncliffe Construction Ancillary Facility C1 (the Arncliffe Compound) and the President Avenue Construction Ancillary Facility C3 (the Bicentennial Compound).

The Arncliffe Compound will generally be located upon land currently occupied by the New M5 Project adjacent to the Kogarah Golf Club and the Bicentennial Compound covers Bicentennial Park Central and Bicentennial Park East, the latter of which is leased by Council from the RMS.

These sites will be leased by RMS for the duration of the M6 Extension Stage 1 Project and upon completion the residual land will need to be re-instated by RMS to the satisfaction of Council. It is anticipated that the scope of these works will be developed through consultation with Council and developed through an Urban Design and Landscape Plan.

Preliminary concepts for the re-instatement works are shown in sheets 12-15 in the Presentation at Confidential Attachment 2 – GM Briefing Session Presentation 28 August 2019.

Confidential Attachment 3 provides an outline of community assets that Council will; lose permanently; lose temporarily and gain before, during and post construction of the M6 project.

### **Land Access and Compensation**

The M6 Extension Stage 1 Project contemplates the acquisition of Council owned land for the purposes of:

- Temporary site compounds
- Active transport
- Easements
- Permanent RMS facilities
- Roads

These acquisitions are to be carried out under the Land Acquisition (Just Terms Compensation) Act 1991. The Land Acquisition (Just Terms Compensation) Act 1991

provides avenues for allowing parties to agree to compensation or to have compensation determined outside of agreement.

RMS and Council have been negotiating the appropriate agreements required to underpin the acquisitions envisaged and delivery of this project (as it affects Council owned and controlled land).

The following sections address the documents contemplated.

### **Memorandum of Understanding**

RMS has proposed a Memorandum of Understanding (MOU) which is a binding umbrella agreement that ties the M6 Extension Project (as it affects Council owned land) together. The MOU will consider:

- The offset works
- Active transport corridor
- Acquisitions
- Re-instatement works
- Transactional documents

Whilst the substantive terms are agreed in principle, the key terms are outlined at Confidential Attachment 2. The MOU is attached as Confidential Annexure 4. The Transactional Documents associated with the MOU are tabled as Confidential Attachments 5 to 8 inclusive.

However there are select matters that require final settlement and further negotiation. These are outlined in Confidential Attachment 9 along with corresponding notes guiding the final GM negotiation on these.

### **Transactional Documents**

The transactional documents associated with this MOU include:

- Deed of Compulsory Acquisition by Agreement (Confidential Attachment 5)
- Arncliffe Site new leases for Lot 1 and Lot 14 (not supplied by the RMS as of the date of this report however based substantively on the terms of the existing agreements in place for the New M5).
- Construction Lease- All Project excluding Arncliffe and the Offset Works Sites (Confidential Attachment 6)
- Construction Lease- Offset Works Brighton Memorial/Ador(Confidential Attachment 7 & 8)

These documents are the legal framework that formalises the use, reinstatement, delivery of offset works and the acquisitions, including compensation associated with the M6 Extension Stage 1 Project.

Whilst the substantive terms of the agreements are agreed in principle and the key terms are outlined at Confidential Attachment 2, there are select matters that require final settlement and further negotiation. These are outlined in Confidential Attachment 9 along with corresponding notes guiding the final GM negotiation on these.

## Timing

Both the M6 Project and Offset Works are time critical. This is in part due to the pending approval of the M6 Project and the timeframes for the approval and delivery of the Offset Works. Further, the RMS has commenced the approval process to enable the delivery of the Offset Works.

The Principle Terms of all documentation, as outlined at Confidential Attachment 2 are agreed between the RMS and Council (except those outlined in Confidential Attachment 9) and given the time criticalities, this report seeks endorsement of the attached agreements, pending the GM being delegated to finalise the items in Confidential Attachment 9.

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## Community Engagement

Community Engagement for the offset works is currently being undertaken by RMS as part of a Review of Environmental Factors assessment.

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## Attachments

- 1 Confidential Attachment 1 - Offset Works Concept Cost Estimate (compiled by the RMS) (confidential)
- 2 Confidential Attachment 2- Key Terms (confidential)
- 3 Confidential Attachment 3- Assets Lost/Retained/Gained as part of the Project (confidential)
- 4 Confidential Attachment 4 - MOU (confidential)
- 5 Confidential Attachment 5 - Deed of Compulsory Acquisition (confidential)
- 6 Confidential Attachment 6 - Construction Lease Template (confidential)
- 7 Confidential Attachment 7 - Construction Lease Offset Works McCarthy/Ador (confidential)
- 8 Confidential Attachment 8 - Construction Lease Offset Works Brighton Memorial (confidential)
- 9 Confidential Attachment 9 - Summary of Remaining Items For Negotiation (confidential)
- 10 Attachment 10 - Concept Plans For Offset Works





Figure 1-4: The proposal - McCarthy Reserve/Ador Park Precinct







## **Council Meeting**

**11/12/2019**

Item No	8.6
Subject	<b>Scarborough Park and Bexley Tennis Courts</b>
Report by	Michael McCabe, Director City Futures
File	F19/806

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## **Summary**

The Sport & Recreation Committee on 26 November 2019 considered the current state of the Bexley and Scarborough Park Tennis Courts, review the current proposal submitted by Golden Goal. This report provides more detail in relation to the matter and provides a recommended approach to deal with the matter.

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## **Officer Recommendation**

- 1 That the attachment to this report be withheld from the press and public as it is confidential for the following reason:  
  
With reference to Section 10(A) (2) (c) of the Local Government Act 1993, the attachment relates to information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That Council recommends that the leases with Golden Goal for both Scarborough Park and Bexley Tennis Courts be surrendered by Golden Goal by 31 January 2020.
  - 3 That Golden Goal are released from their leases without penalty if surrender by Golden Goal occurs by 31 January 2020.
  - 4 That a further report be prepared for the Sport & Recreation Committee on future options for these courts.
- 

## **Background**

In 2011 Council went to tender for both the Bexley Tennis Courts and Scarborough Park Tennis Courts to find an operator for both premises. All submissions received from both tenders were rejected and Council resolved in September 2011 to negotiate.

As a result, Council decided to award a 10 year lease for Scarborough Park Tennis Courts and an agreement to lease for a term of 10 years for Bexley Tennis Courts to Golden Goal. The statutory notification for both locations was undertaken. Unfortunately due to objections for Bexley Tennis Courts, the Office of Local Government refused the grant of a 10 year lease.

Subsequently, it was agreed to issue a 10 year lease for Scarborough Park Tennis Courts and a 5 year lease for Bexley Tennis Courts. Given the shortened term for Bexley, it was agreed that all fixtures could be removed by the applicant should the 5 year lease not be

renewed, and the Scarborough Park Tennis Courts were granted a 9 year rent free period, considering the capital works intended for both the Scarborough Park Tennis Courts and the delivery of the proposed futsal courts and associated works, totalling \$1.25 million.

The capital works planned for Scarborough Park Tennis Courts, included new fencing and new courts surface. The fencing has been undertaken with the court replacement yet to be completed. The court surface is currently in a state of dis-repair and not fit for purpose.

A development application was lodged in 2015, seeking approval for 4 multi-use courts, car park and associated infrastructure for the Bexley Tennis Courts.

The Development Consent was approved in late 2018, limited to 2 multi-use courts. Golden Goal have expressed concern regarding the viability of the courts.

Discussions have been ongoing for the past year, Golden Goal was asked to indicate if they would proceed with the Bexley lease or not, considering the 5 year term. Several meetings and negotiation of offers has led to a final offer that was submitted by Golden Goal on the 26 November 2019 for consideration by the Sport & Recreation Committee, as shown at Attachment 1.

### **Current Offer**

The key elements of the proposed offer are:

#### **Scarborough Tennis Courts**

- Site is in a poor condition
  - Tree roots lifting the court surface
  - Plumbing issues
  - Non-compliant fencing
  - Works have been undertaken, including:
    - Repair of fencing
    - DA for lighting
    - Undertaken maintenance and plumbing repair works
    - The business is not making a profit and has operated in tough times over the last 4-5 years.
    - Golden Goal is comfortable in walking away from The Scarborough Site, as long as there are no financial obligations thereafter that will be worn by him.
    - Golden Goal would like the interdependency between the Bexley and Scarborough lease taken away and have a clean break; however if this is not the case will endeavour to fix the court surface post Council undertaking the necessary plumbing and tree works.

#### **Bexley Tennis Courts**

The five year term offered does not make the site financially viable unless there is a mechanism in place to protect Golden Goal from the capital investment he is making into the site.

#### **Option A**

- Continue with the same lease that's in place (5 year term), however insert the dates.
- Full construction costs as per DA to be paid by Golden Goal

- Fields constructed so they can be dismantled and re-used at an alternate location (this should cost an additional \$70K). Although the waiver of make good obligations at Scarborough should allow for the money to be invested into Bexley
- Rent to be considered based on a pro rata of the existing lease (\$25K per annum for current lease) in place, based on 2 fields not 4
- Rent free for the first year
- Bayside Council to waive make good of the Scarborough Park lease, however if Council repairs drainage and trees root issues then Golden Goal will undertake the court re-surfacing.
- Golden Goal to continue to manage the site
- Council may choose to contribute to the costs for the works, however no obligation

### **Option B**

- 5 year lease term
- Rent to be considered based on a pro rata of the existing lease (\$25K per annum for current lease) in place, based on 2 fields not 4
- Rent free for the first year
- Council pursue a 21 year lease term and associated tender will apply
- Should Council not award the 21 term to Golden Goal, then Council to refund (50%-75%) of construction costs (based on a QS)

### **Consideration of Proposal**

#### **Scarborough Tennis Courts**

The offer proposed by Golden Goal for the Scarborough Park Tennis Courts seeks Council to undertake repairs to the surrounds prior to Golden Goal undertaking the court re-surfacing.

Considering the terms of the current Scarborough Lease there should be no requirement for Council to pay in part for works associated with the tennis court resurfacing.

Given that the current utilisation and income for these courts is minimal and the condition is not fit for purpose, it is considered that rather than proceed with the continued operation of the courts Golden Goal will be asked to surrender their lease, or for Council to terminate the lease without penalty.

Upon surrender of the lease it is proposed to place these courts on Councils booking system, enabling them to be booked through Council. Further consideration is required to ascertain the long term use for this site.

#### **Bexley Tennis Courts**

Given the 5 year term and the current Development Consent constraining the Bexley Tennis Court site, the proposal offered by Golden Goal is not financially viable.

Given the considerable capital costs involved in Golden Goal delivering the Bexley Tennis Courts site, it is not reasonable to propose such works for a period of 5 years. The offer seeks payback of capital costs should a lease not be offered to Golden Goal post the initial 5 year term. Council would be unable to provide such a mechanism for pay back of costs without conflicting itself when considering any additional term, post 5 years.

Given the above constraints, it is recommended that Golden Goal be asked to surrender their leases without penalty.

Upon surrender of the lease further consideration by the Committee is required to ascertain the long term vision for this site.

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### **Financial Implications**

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### **Community Engagement**

Not applicable

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### **Attachments**

Copy of Golden Goals proposal (confidential)

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## Council Meeting

11/12/2019

Item No	8.7
Subject	<b>Botany Aquatic Centre</b>
Report by	Meredith Wallace, General Manager
File	SF19/8483

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## Summary

This report outlines the redevelopment options for the Botany Aquatic Centre and recommends a preferred option on which to proceed to design and documentation.

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## Officer Recommendation

- 1 That the attachment to this report be withheld from the press and public as they are confidential for the following reason:  
  
With reference to Section 10(A) (2) (d)(i) of the Local Government Act 1993, the attachment relates to commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That Council resolves to proceed with the preferred option contained within the body of this report – Option 3 and to commence detailed design, a development application and tender documentation for this option.
  - 3 That Council resolves to include funding of \$656,000 (exclusive of GST) in the current 2019/2020 capital budget to commence the detailed design and documentation of the Botany Aquatic Centre.
  - 4 That \$2,000,000 (exclusive of GST) is included as a budget item in 2020/2021 budget to complete the detailed design and documentation and Development Application for the Botany Aquatic Centre.
  - 5 That Council resolves to establish a community reference group for the Botany Aquatic Centre as outlined in this report.
  - 6 That Council nominates up to three councillors for the membership of the Botany Aquatic Centre Community Reference Group.
- 

## Background

The Botany Aquatic centre is located on the corner of Myrtle Street and Jasmine Street, Botany. The facility was established as an outdoor recreation facility in 1966 and includes three outdoor pools (a 50m competition pool, a 22m learn to swim pool and a toddlers pool), change rooms, a kiosk, picnic shelters and associated amenities. The facility also included waterslides that were closed in 2017 and demolished in 2018.

The site is bounded by fencing which screens the internal activities within the site. There is a 100 vehicle car park to the west. The car park forms part of the site but is also utilised by patrons of Booralee Park.

The site is Crown Land, governed by the provisions of the Crown Lands Management Act 2016 (CLMA). Bayside Council has been appointed Crown Land Manager for the site, and is required to manage the site as community classified land, in accordance with the Local Government Act 1993.

In consideration of the above a Plan of Management for the site will need to be adopted.

The design for the Site will inform the Plan of Management and enable Council to manage future development of the site in a consolidated, integrated and sustainable manner and will undertake both statutory and appropriate community consultation to ensure residents have a chance to comment on the design and redevelopment.

A presentation was given at the GM Briefing on 27 November 2019 presenting three potential options for the redevelopment of the Botany Aquatic Centre.

As the presentation includes costings and financial feasibility information for the options it is attached to this report as a confidential attachment.

### **Aquatic Centre Options:**

The following options were presented

#### **Option One:**

- Indoor learn to swim pool;
- 50 metre competition pool;
- Adventure slides/major water play/splash pad;
- New amenities and change;
- Entry building/café;
- Refurbish existing grandstand; and
- Landscaping works.

#### **Option Two:**

- Indoor learn to swim pool;
- 50 metre competition pool;
- Adventure slides/major water play/splash pad;
- New amenities and change;
- Entry building/café;
- Refurbish existing grandstand;
- Landscaping works; and
- 25 metre indoor lap pool.

#### **Option Three:**

- Indoor learn to swim pool;
- 50 metre competition pool;
- Adventure slides/major water play/splash pad;
- New amenities and change;
- Entry building/café;
- New grandstand;
- Landscaping works;

- 25 metre indoor lap pool;
- Health and fitness/gym space; and
- Community/child minding space.

### **Community Reference Group**

It is proposed that a Community Reference Group is established and that recruitment for this group occurs through an Expression of Interest process with relevant staff supporting the group as needed.

Membership for the community reference group is proposed to include the following members:

- 3 Councillors including the Mayor or his delegate;
- Representatives from a Primary school and a Secondary school;
- A swim club representative;
- A learn to swim provider;
- A representative of an organisation with operational experience in the recreation/aquatic industry; and
- 3 community representatives with industry specific knowledge.

### **Program**

An indicative timeline is outlined below:

- Preparation and procurement of a Principal Consultant to prepare the detailed design, tender documentation and Development Application (DA) documents through an open tender process – 3 months (report recommending the appointment of this consultant at April 2020 Council meeting);
- Preparation of detailed design and Development Application (DA) documentation, documentation for Aboriginal Land Claim, Plan of Management, CAPEX report preparation – 20 weeks (lodge DA - September 2020);
- DA process (6 months – anticipated date of DA Determination May 2021);
- Tender documentation concurrently with DA Review (6 months – May 2021);
- Tender for a suitable building contractor (June – September 2021);
- Report to Council on outcomes of building Tender – October 2021;
- Construction – 18 months (November 2021 – May 2023);

*This is based on a 6 month DA assessment and approval process - construction could be delayed to commence after 21/22 summer season.*

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## **Financial Implications**

Currently no budget allocations for the Botany Aquatic Centre have been included in the budgets as no development option had been selected. As per the recommendation to this report it is recommended that the following budget allocations are made:

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input checked="" type="checkbox"/>	<p>\$656,000 to be allocated in 2019/2020 budget funded from the full balance of following internal Reserves:</p> <ul style="list-style-type: none"> <li>- Infrastructure Replacement Reserve</li> <li>- O'Riordan Street Cables Reserve</li> </ul>

- Public Works Reserve
- Domestic Waste Management Reserve

\$2,000,000 to be allocated in 2020/2021 budget (\$500,000 from the Community and Environmental Projects Reserve and 1,500,000 from S7.11 Developer Contributions Reserve)

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## **Community Engagement**

A community engagement plan will be prepared and presented back to Council at the same time as the tender to appoint the Principal Consultant for Detailed Design and Documentation Services.

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## **Attachments**

Botany Aquatic Centre options and funding model (confidential)



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## Council Meeting

11/12/2019

Item No	8.8
Subject	<b>Renew our Libraries Phase 2</b>
Report by	Debra Dawson, Director City Life
File	F09/474.002

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## Summary

State Government funding for NSW Public Libraries.

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## Officer Recommendation

- 1 That Council makes representations to the local State Member(s) in relation to the need for a sustainable state funding model for the ongoing provision of public library services.
  - 2 That Council writes to the Hon. Don Harwin, Minister for the Arts, and the Hon. Walt Secord, Shadow Minister for the Arts, calling for bi-partisan support for Consumer Price Index (CPI) indexation of state funding for NSW public libraries, as well as legislation of all elements of the 2019-20 to 2022-23 NSW state funding model.
  - 3 That Council endorses the distribution of the NSW Public Libraries Association NSW library sustainable funding advocacy information in Council libraries, as well as involvement in any actions proposed by the Association.
- 

## Background

The NSW Public Libraries Association's 2018-19 Renew Our Libraries campaign was a spectacular success, delivering an increase of \$60m in state funding for NSW public libraries over the quadrennial period 2019-20 to 2022-23. This is the largest single increase in state funding since the NSW Library Act was introduced in 1939.

This outcome was achieved as a result of the remarkable support of councils, libraries and communities across the state. Over 80% of NSW councils formally endorsed Renew Our Libraries through council resolutions.

The funding provided by NSW public libraries subsidises the operation of Council's 7 libraries including the provision of a diverse range of resources, programs, events and activities to meet our community's life long learning, social, study and recreational needs.

The NSW Public Libraries Association has requested the support of NSW councils in its advocacy to State Government to develop a sustainable funding model for NSW libraries.

Renew Our Libraries Phase Two has recently been launched

<https://renewourlibraries.com.au/> Well known media and advocacy company Essential Media has been engaged to administer the campaign, the objectives of which are to:

- **Index the total increased state funding contribution** to the Consumer Price Index (CPI) in perpetuity. Without indexation the actual value of state funding for NSW libraries will decline over time, leaving NSW councils to either meet the shortfall or reduce services.
- **Protect the new funding commitment** by including all elements of the new state funding model in legislation through the Library Act and/or the Library Regulation. Currently, only the per-capita component of the funding model (increasing from \$1.85 per capita to \$2.85 per capita over the 4-year period 2019-20 to 2022-23) is included in library legislation, **leaving 46% of the total funding for NSW libraries at risk.**

### ***Index the Funding → Protect the Funding***

These two simple measures will ensure that NSW councils continue to receive a significantly increased state government contribution to the operation of public libraries across the state, which will be protected by legislation and will not be subject to cost of living attrition over time.

This will also mean that the NSW Public Libraries Association, its member councils and libraries across the state can direct their funds and efforts to the ongoing support and development of high quality library services for NSW communities, rather than engaging in expensive and time consuming future funding campaigns.

This is our opportunity to lock in the historic 2019 state funding increase for NSW libraries once and for all, thereby ensuring the future prosperity of the NSW public library network.

Accordingly, it is recommended that Council supports the NSW Public Libraries Association by formally endorsing Phase Two of the Renew Our Libraries Campaign to secure a sustainable funding model for NSW public libraries in perpetuity.

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## **Financial Implications**

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## **Community Engagement**

Not applicable

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## **Attachments**

Nil

## Council Meeting

11/12/2019

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Item No	8.9
Subject	<b>Eastlakes Shopping Centre MOD 4 - Amended proposal</b>
Report by	Michael McCabe, Director City Futures
File	F18/679

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## Summary

At Council's meeting of 12 December 2018, Council resolved to endorse a submission in relation to MP 09\_0146 MOD 4 - Modification to Eastlakes Shopping Centre Mixed Use Development (Commercial, Retail & Residential), for consideration by the NSW Department of Planning, Industry and Environment (DPIE).

The submission that Council endorsed on 12 December 2018 is included as **Attachment 1** to this report.

In November 2019, DPIE consulted Bayside Council in relation to revisions that DPIE are proposing to make to MOD 4, following the consideration of submissions received and assessed by DPIE. The assessment of the revisions proposed to Mod 4 by DPIE against Council's submission of 13 December 2018 is included as **Attachment 2** to this report. It will form the basis of a draft submission to DPIE in relation to the newly proposed changes to the approval.

The purpose of this report is to:

- highlight the key revisions proposed by DPIE to Mod 4; and
- seek Council's endorsement for the attached submission.

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## Officer Recommendation

That Council endorses the attached submission, in relation to the revisions proposed by the NSW Department of Planning, Industry and Environment to MOD 4 - Modification to Eastlakes Shopping Centre Mixed Use Development (Commercial, Retail & Residential).

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## Background

### Major Project Approval

In 2009 Botany Bay Council adopted the *Botany Bay Strategy 2031* which nominated the Eastlakes Town Centre for investigation in the medium term. The Strategy noted that a:

*more comprehensive redevelopment and renewal at Eastlakes will depend on a major reconfiguration of the subdivision and relationship between retail and residential uses.*

*Further intensification at Eastlakes depends on:*

- *coordinated and managed approach to renewal,*
- *future investment in public transport connections and improvement of the poor configuration of the centre.*
- *Conflicts between trucks servicing the shopping centre and neighbouring residential areas, poor public domain and the significant surrounding strata-titled residential apartments are major challenges for renewal.*

At the March 2011 Council meeting Botany Bay Council noted:

*Council restates forcefully the need for a proper Master Planning process to ensure that any redevelopment of the shopping centre encompass a holistic approach which integrates the adjoining sites, establishes a planning vision for Eastlakes including improved traffic flow; modern day shopping with civic amenity, improved pedestrians and cyclists, high quality of public space and street amenity and integration of a variety of land use functions, including improved residential amenity.*

In November 2011, Crown Group lodged a Part 3A Major Project under Section 75 of the *Environmental Planning & Assessment Act 1979* (EPAA).

On 19 September 2013 Eastlakes Shopping Centre Major Project was approved under Section 75 of the EPAA.

On the 16-18 July 2014, the former City of Botany Bay Council appealed the determination in the NSW Land and Environment Court (NSWLEC) (*Botany Bay City Council v Minister for Planning and Infrastructure & Ors* [2015] NSWLEC 12 at 4).

On the 10<sup>th</sup> February 2015, the NSWLEC dismissed the proceedings.

Subsequent to the approval four modifications have been lodged under the Section 75W modification applications of the EP&A 1979.

In September 2017, prior to lodging the current modification, the proponent met with Council officers to discuss concept plans for a potential Planning Proposal at the south site (being to the south of Evans Avenue) of the Eastlakes Shopping Centre. The development shown in the concept plans was of a similar scale and nature to that currently proposed in MOD 4 (discussed in detail below). At the meeting, Council's technical officers advised that intensification of the shopping centre on the scale proposed would require broader strategic planning and further investigation in the context of the broader Eastlakes Local Centre.

On the 9 November 2017, the proponent met with Council officers to present a proposed scope for an Urban Context Analysis that would inform the potential Planning Proposal at the south site. Following the meeting, the proponent was issued with the following advice:

*Council will soon commence a review of the Botany Bay LEP 2013. The Revised Draft Central District Plan identifies Eastlakes as a 'Local Centre' and therefore will be the subject of strategic planning by Council as part of the preparation of a new LEP.*

*.....In this context we consider a major Planning Proposal for the Eastlakes Shopping Centre premature.*

On the 29 November 2017, the proponent forwarded a proposed scope of works for the Urban Context Analysis for Council's review and comment. The proponent was advised that Council officers had not requested an Urban Context Analysis to inform strategic planning for the Eastlakes Local Centre; and previous advice reiterated that a major Planning Proposal was considered premature given that strategic planning for a new LEP was about to commence, and the necessary strategic studies and analysis undertaken at that time. The proponent did not proceed to lodge a Planning Proposal for the south site.

In 2018 the Greater Sydney Commission released the *Eastern City District Plan* which nominates Eastlakes Town Centre as a Local Centre and identifies a Local Centre to be

*Local centres are a focal point of neighbourhoods and where they include public transport and transport interchanges, they are an important part of a 30-minute city. While local centres are diverse and vary in size, they provide essential access to day-to-day goods and services close to where people live. (p. 48)*

As required under the Eastern City District Plan (2018), the NSW Department of Planning and Environment Guidelines for Local Environmental Plan Reviews and the preparation of Local Strategic Planning Statements Council is required to prepare evidence based assessments and place-based planning for local centres that address:

- Open space and natural environment;
- Local infrastructure requirements;
- Active transport networks;
- Commercial and retail floor space;
- Expand employment opportunities;
- Local culture and heritage; and,
- Parking that is appropriate for future use and takes into account public transport and active transport networks.

In early 2018 Council commenced the preparation of a comprehensive Bayside Local Environmental Plan and Development Control Plan. Eastlakes Local Centre has been nominated as a Local Centre requiring a Master Plan to determine future development capacity, improvements to streetscape and open space, private and public transportation strategies, and a cohesive development approach.

On the 13<sup>th</sup> April 2018, the DPE wrote to Bayside Council requesting comments on the draft Secretary's Environmental Assessment Requirements (draft SEARs). Council responded to the draft SEARs in a letter dated 27<sup>th</sup> April 2018. On the 8<sup>th</sup> May 2018, the DPE issued the final SEARs.

On 26 July 2018 the Government Architects Office held a State Design Review Panel (SDRP) session to assess MOD 4. Council staff made representation to the State Design Review Panel. The Panel observed that:

*The scheme proposed is a significant departure from the current approval, which was granted in 2013. The approved scheme is characterised by articulated, medium density residential buildings that create a streetscape and buffer to a set-back retail podium. The podium includes a supermarket, through-*

*site links and small footprint retail. The proposed scheme retains the podium but introduces a 14 storey linear apartment tower to the east along the frontage with Eastlakes Reserve, and three seven storey residential blocks. Overall there is a significant increase in height, bulk and scale, apartment numbers and parking. The proposed modification offers fewer, larger individual retail units, less activated street frontage and a compromised east-west public pedestrian link.*

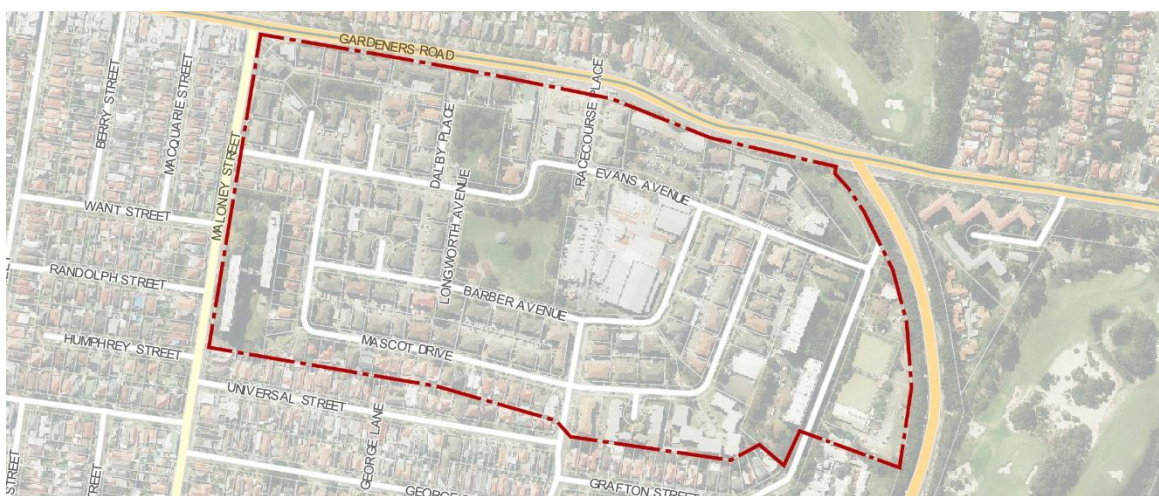
The Panel expressed concerns about the Proposal including:

- overall lack of value placed in public benefit, with commercial imperatives overriding other concerns - an appropriate balance between public benefit and private drivers was not felt to have been achieved.
- Increased GFA - the proposed modification seeks to increase residential yield on the site by approximately 50% with resultant impacts arising from increased bulk, height and scale of the development, impacts on streetscapes, increased car traffic, and the limited access to public transport in this area.
- Urban design and built form – the 14 storey linear building presents as a long, visually dominant wall to Eastlakes Reserve. The height and un-broken bulk of this element were considered unacceptable by the panel.
- the eastern elevation and the southern elevation of the podium are not activated and offer little obvious amenity or outlook to the adjacent residential buildings.
- the set back of the apartment buildings from the podium edge (required to address overshadowing issues) has meant that opportunities for visual activation and surveillance of the street have been reduced.
- the reduced number of retail units, and lack of a dedicated through-site link Greater permeability through the site, ideally with natural light and air is strongly recommended. Further detail is required on the 'market -place' as a means to support existing retail tenants to remain in the centre.
- concerns about safety given the impact of increased traffic.
- the north-south ramp from Barber Ave cuts off direct access to the park from the southern retail units which are accessed via a service corridor.
- The proposed community library space and childcare are located on the podium level. These spaces are only accessible via a residential core and are not visible or accessible from the public domain. Also, any community facility must be informed by engagement with the local council to ensure uses align with needs.
- concerns as to whether the 'town square' adjacent to the parking entry could be expected to work as a public space given the traffic impacts noted above.
- Level of amenity to be achieved in residential apartments as the linear western building overshadows the lower block buildings in the afternoon while appearing to offer fewer naturally ventilated apartments
- absence of ESD strategies or ratings targets which may have offered an improvement on the approved scheme.

The State Design Review Panel provided a copy of its findings and recommendations to Council. The Panel noted also that:

*The panel understands that Bayside Council is undertaking a strategic planning study of the broader Eastlakes area to establish a vision and principles for future development. It is recommended that any approval of development modifications on this site be informed by this study.*

In October 2018, subsequent to confirmation of allocation of a \$2.5M grant to Bayside Council for the preparation of an accelerated LEP 2018 Council sought quotes from suitably qualified consultants to prepare a Town Centre Masterplan. The study will establish a vision and principles for future development and is being progressed in response to the strategic framework established by the NSW Government and the recommendations of the State Design Review Panel. The study area is identified in **Figure 1**.



**Figure 1: Eastlakes Town Centre is bound by Gardeners Road to the North, Mascot Drive to the South, Maloney Street to the West and Southern Cross Drive to the East**

#### **MP 09\_0146 MOD 4**

In October 2018, the Crown Group lodged modification (MOD 4) which was a significant departure from the current approval.

Modification 4 relates to the south site, bounded by Evans Avenue, Barber Avenue and Eastlakes Reserve; and seeks, in summary, the following changes to the project approval:

- Alterations to ground floor commercial layout;
- Increase in floor space from 49,040m<sup>2</sup> to 71,815m<sup>2</sup>;
- Increase the number of apartments from 292 to 468 (increase of 176 apartments);
- Provision of a new mezzanine level and corresponding increase in height of the residential podium;
- Consolidation of the proposed residential buildings from 6 to 4;
- Increase in the building height from 3-6 storeys to 4-14 storeys (71 metres) above the podium; and
- Provision of additional levels of basement car parking increasing parking from 700 to 1,077 spaces (increase of 377 spaces).



On 31 October 2018 Council was notified of the Exhibition of MOD 4. The Exhibition period began Thursday 1 November 2018, and concluded Friday 30 November 2018.

Following a review of the exhibited information, Council endorsed a submission, which was forwarded to DPIE following Council's resolution of 12 December 2018 (see **Attachment 1**).

#### **MP 09-0146 MOD 4 (Response to Submissions and DPIE Assessment)**

In November 2019, DPIE consulted Bayside Council in relation to revisions that DPIE are proposing to make to MOD 4, following the consideration of submissions received and assessed by DPIE.

Key amendments proposed in the Response to Submissions (from that exhibited in the original modification proposal) for the southern site include:

- a reduction in additional gross floor area (GFA) of 5,586sq.m (45,493sqm now proposed)
- a reduction of 107 additional apartments (361 apartments now proposed)
- a reduction in proposed building heights from 4-14 storeys to 4-11 storeys now proposed above the podium
- removal of the request for 24 hour use of loading dock
- landscaping amendments, including removal of two additional trees
- two proposed signage zones on the north west and south west elevations.

The Response to Submissions also introduces the following modifications to the northern site:

- change the internal layout and external appearance of Buildings 1 and 1A
- amend the Level 1 residential landscaped podium design
- extend the approved hours for the loading dock from 7am-9pm to 5am-10pm
- extend the approved hours for waste removal collection from Monday to Saturday between 7am and 5pm to daily between 5am and 10pm
- propose shopping centre trading hours of 6am and 10pm 7 days per week
- modify the basement layout and increase the number of residential parking spaces from 144 to 150 (6 additional spaces).

The Proponents Response to Submissions and all other associated documents can be found at the following link:

[http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9169](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9169)

A review of the revisions proposed to MOD 4 by DPIE (see **Attachment 2**) against Council's submission of 13 December 2018, has determined that all of the matters raised in the Council submission remain unresolved. These matters relate to strategic and statutory planning matters, particularly that the proposal is premature in light of the status of strategic planning by Council and the NSW Government in relation to Eastlakes Town Centre. Crown Group have consistently been provided with that advice in various meetings about MOD 4.

The content of Council's previously endorsed submission remains current in relation to the revisions newly proposed to MOD 4 by DPIE.

## Strategic Planning Framework

Under section 3.9 of the *Environmental Planning and Assessment Act 1979* (EPAA), and with guidance from the Greater Sydney Commission, Council is undertaking a comprehensive review of the applicable planning controls in the Local Environmental Plan and Development Control Plan. An identified priority project as a part of this process is the Draft Eastlakes Local Centre Master Plan which has been on public exhibition. The Draft Master Plan has informed the formulation of the Local Strategic Planning Statements (LSPS) and built form controls for the revised LEP and DCP with no changes to controls proposed.

It is therefore considered premature that the proposed modification should be considered ahead of Council's strategic planning for this locality.

Parts 4.1 and 4.7 of the Draft Eastlakes Local Town Centre Masterplan indicates the following for the long term in relation to built form and governance (respectively):

*'Review of controls to incentivise future renewal within an improved market cycle and when supporting infrastructure in place.'*

and

*'Local centre hierarchy and development standards will need to be revised if suitable infrastructure and foundation have been undertaken to understand Eastlakes role as a local centre.'*

Accordingly, Council staff maintain the view that proposed MOD 4 is premature, given that infrastructure necessary to support increased densities, including improved public transport has not been identified by the NSW government for the Eastlakes area.

## Eastern City District Plan

The proposed Modification is inconsistent with the principles for local centres and housing strategies in the Eastern City District Plan. The submitted Environmental Assessment is not supported by a local and district wide housing strategy; retail/ commercial analysis; infrastructure plan etc. to provide the necessary evidence base for the scale of intensification proposed in the modification.

## Botany Bay Planning Strategy 2031

The proposed modification does not propose works to improved connections to public transport and has not proposed a strategy for the reconfiguration of the broader centre as required by Strategy 2031.

It is therefore considered premature that the proposed modification should be considered ahead of Council's strategic planning for this locality.

## Future Transport Strategy 2056 (Strategy 2056)

Strategy 2056 deals with how Sydney will manage growth precincts and the economy with a focus on ensuring sustainable transport options are designed into development.

Few items are identified in the modification to enhance or improve the active transport network. Public domain upgrades surrounding the site will only facilitate improvement to the

amenity for the proposed modification site itself, little consideration has been given to promoting connections to sustainable transport options.

## **Statutory Planning**

### ***State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (SEPP 65)***

The Modification is considered inconsistent with SEPP 65, as a strategic planning process has not been undertaken to:

- (i) inform an appropriate planning framework for the growth and renewal of the centre; and
- (ii) to determine the desired future character for the Eastlakes Local Centre.

### ***Botany Bay Local Environmental Plan 2013 (Botany Bay LEP 2013)***

#### Zoning

The current zoning of the land is B2 Local Centre. The intended function of the B2 Local Centre is retail and commercial development.

The modification would enable approximately 75% of the total gross floor area to be dedicated to residential development and this is not consistent with the intended purpose of the B2 Local Centre zoning.

The revisions proposed to the modification have reduced the total gross floor area to be dedicated to residential development to approximately 65%, which is still considered inconsistent with the intended purpose of the B2 Local Centre zoning.

#### Building Height

In relation to building height, the height of buildings map in Botany Bay LEP 2013 stipulates a height of 14 metres for the site. A building height of 71.70 metres is proposed. Introducing a building of this height and scale is radically inconsistent with the overall/established character of Eastlakes, which predominantly comprises 3-4 storey walk-up residential flat buildings.

The revisions proposed to the modification would only reduce the height to 60.6 metres, and is therefore still considered inconsistent with the predominately 3-4 storey walk up residential flat building character of Eastlakes.

#### Floor Space Ratio (FSR)

In relation to FSR, the proposal to increase FSR from the approved 2.04:1 to 2.75:1 is considered a significant overdevelopment of the site, given that the Botany Bay LEP 2013 stipulates a FSR of 1.5:1.

The revisions proposed to the modification would only reduce the FSR to 2.5:1 (north and south combined), which is still considered a significant overdevelopment of the site and a significant departure from the existing approval.

## ***Botany Bay Development Control Plan 2013***

### Car Parking

The previously submitted MOD 4 resulted in a shortfall of 365 car spaces. The modification relies on public transport options to allow for the shortfall in car parking for the development, but does not appear to provide a strategy to improve connections to public transport. However, Strategy 2031 and Council's Urban Design and Transport officers identify the site as having poor connection to public transport.

The revisions newly proposed to the modification would result in a car parking *shortfall* of 1023 spaces.

### **Other Considerations**

#### State Design Review Panel

On the 26 July 2018, the State Design Review Panel (SDRP) considered the Modification Request. In conclusion, the SDRP provided the following summary recommendation:

*The Panel understands that Bayside Council is undertaking a strategic planning study of the broader Eastlakes area to establish a vision and principles for future development. It is recommended that any approval of development modifications on this site be informed by this study.*

#### Urban Design

The key impacts of MOD 4 are as follows:

- height and scale
- building bulk
- visual impacts
- interface
- overshadowing
- active transport network

For comments in relation to these issues, please refer to the submission endorsed by Council dated 13 December 2018, which is included as **Attachment 1** to this report.

#### Open Space and Recreation

The modification proposal relies on Council's asset, Eastlakes Reserve, to provide significant amenity to the residents and visitors to the centre. Such a proposal gives the community unrealistic expectations on what Council can deliver and the outcomes identified in the proposal may not meet the requirements of the community given Council is yet to undertake a LGA wide open space and recreation needs analysis.

Council is in the process of preparing the new LEP which will be informed by an Open Space and Recreation Needs Analysis and Social Infrastructure Strategy to inform how equitable access to open space for the Eastlakes Local Centre and broader Bayside LGA is to be provided and managed.

## Voluntary Planning Agreement

The original Offer of Public Benefit was reviewed and comments are contained in Council's endorsed submission to the DPIE dated 13 December 2019 (refer **Attachment 1**). At that time, Bayside Council acknowledged the offer associated with Crown Group's proposed Modification Application.

The proponent has lodged a revised Offer of Public Benefit as part of amended MOD 4, in summary:

1. Public domain upgrades surrounding site: \$100,000
2. Upgrades to community facilities and public spaces within a 2km radius of the site
3. Affordable Housing Contribution (equivalent to the market value of 10% of the additional apartment): \$3,000,000

**Total = \$4,650,000**

The revised Offer of Public benefit is included as **Attachment 3**.

## Conclusion

The revisions proposed to MOD 4 by DPIE are still considered to be premature in the context of the preparation of the new comprehensive LEP, DCP, and the Local Strategic Planning Statement, and the Masterplan for the Eastlakes Local Centre that is also currently under preparation.

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

---

## Community Engagement

The Exhibition period began Friday 22 November 2018, and concludes Monday 9<sup>th</sup> December 2019. However, the DPIE have granted Council an extension to 12 December 2019 to provide a submission, so that Council can consider the submission prepared by Council officers.

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## Attachments

- 1 Submission on Mod 4 - Eastlakes 13 December 2018 [↓](#)
- 2 Draft Council Submission Crown Group MOD 4 Eastlakes Response to submissions December 2019 [↓](#)
- 3 Offer of Public Benefit [↓](#)



13 December 2018

Our Ref: F10/47

Contact: Howard Taylor 9562 1663

Casey Joshua  
Regional Assessments  
NSW Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Mr Joshua

**Re: Bayside Council Submission on MP 09\_0146 MOD 4 – Modification to Eastlakes Shopping Centre Mixed Use Development (Commercial, Retail & Residential)**

Thank you for the opportunity to make a submission in response to an application to modify a Part 3A Concept Plan Approval for the Eastlakes Shopping Centre (MOD 4).

At its meeting of 12<sup>th</sup> December 2018, Council resolved:

*'That Council endorses the attached submission, in relation to MP 09\_0146 MOD 4 - Modification to Eastlakes Shopping Centre Mixed Use Development (Commercial, Retail & Residential), for consideration by the NSW Department of Planning and Environment.'*

The submission (attached) outlines the fundamental land use planning issues that the NSW Department of Planning & Environment (DPE) should consider in determining the Modification Request.

We trust that DPE will take these land use planning issues into account and determine to reject the Modification Request.

Yours sincerely

**Clare Harley**  
Manager Strategic Planning

Attached:

1. Council Submission

**Eastgardens Customer Service Centre**  
Westfield Eastgardens  
152 Bunnerong Road  
Eastgardens NSW 2036, Australia  
ABN 80 690 785 443 Branch 004



Telephone Interpreter Services - 131 450

**Rockdale Customer Service Centre**  
444-446 Princes Highway  
Rockdale NSW 2216, Australia  
ABN 80 690 785 443 Branch 003  
DX 25308 Rockdale

Τηλεφωνικές Υπηρεσίες Διερμηνέων

بخدمه الترجمة الهاتفية

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Phone 1300 581 299  
T (02) 9562 1666 F 9562 1777  
E [council@bayside.nsw.gov.au](mailto:council@bayside.nsw.gov.au)  
W [www.bayside.nsw.gov.au](http://www.bayside.nsw.gov.au)

Postal address: PO Box 21, Rockdale NSW 2216

**BAYSIDE COUNCIL COMMENTS  
MP 09\_0146 MOD 4 – EASTLAKES SHOPPING CENTRE**

**Introduction**

In October 2018, Crown Group lodged an application to modify a Part 3A Concept Plan Approval for the Eastlakes Shopping Centre (MOD 4). It is a significant departure from the current approval seeking:

- Alterations to ground floor commercial layout;
- Increase in floor space from 49,040m<sup>2</sup> to 71,815m<sup>2</sup>;
- Increase the number of apartments from 292 to 468 (increase of 176 apartments);
- Provision of a new mezzanine level and corresponding increase in height of the residential podium;
- Consolidation of the proposed residential buildings from 6 to 4;
- Increase in the building height from 3-6 storeys to 4-14 storeys above the podium; and
- Provision of additional levels of basement car parking increasing parking from 700 to 1,077 spaces (increase of 377 spaces).

On 31 October 2018 Council was notified of the Exhibition of MOD 4. The Exhibition period is from Thursday, 1 November 2018 to 14 December 2018. Full documentation of the project can be found at:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9169](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9169)

Council staff have undertaken an analysis of the MOD 4 documentation in light of Councils' previous position in relation to the centre, the findings and recommendations of the State Design Review Panel and the relevant strategic planning framework including the Eastern City District Plan.

The Modification Application was accompanied by an offer of public benefit (a Voluntary Planning Agreement).

**Background:**

In 2009 Botany Bay Council adopted the *Botany Bay Strategy 2031* which nominated the Eastlakes Town Centre for investigation in the medium term. The Strategy noted that a *"more comprehensive redevelopment and renewal at Eastlakes will depend on a major reconfiguration of the subdivision and relationship between retail and residential uses. Further intensification at Eastlakes depends on:*

- *coordinated and managed approach to renewal,*
- *future investment in public transport connections and improvement of the poor configuration of the centre.*
- *Conflicts between trucks servicing the shopping centre and neighbouring residential areas, poor public domain and the significant surrounding strata-titled residential apartments are major challenges for renewal."*

At the March 2011 Council meeting Botany Bay Council noted:

*"Council restates forcefully the need for a proper Master Planning process to ensure that any redevelopment of the shopping centre encompass a holistic approach which integrates the adjoining sites, establishes a planning vision for Eastlakes including improved traffic flow;*



*modern day shopping with civic amenity, improved pedestrians and cyclists, high quality of public space and street amenity and integration of a variety of land use functions, including improved residential amenity"*

In November 2011, Crown Group lodged a Part 3A Major Project under Section 75 of the *Environmental Planning & Assessment Act 1979* (EP&A ACT).

On 19 September 2013 Eastlakes Shopping Centre Major Project was approved under Section 75 of the EP&A ACT (refer **Appendix 1**)

On the 16-18 July 2014, the former City of Botany Bay Council appealed the determination in the NSW Land and Environment Court (*Botany Bay City Council v Minister for Planning and Infrastructure & Ors* [2015] NSWLEC 12).

On the 10<sup>th</sup> February 2015, the NSWLEC dismissed the proceedings.

Subsequent to the approval, four modifications have since been lodged under the Section 75W modification applications of the EP&A ACT.

On the 4 September 2017, Council officers met with the proponent to discuss concept plans for a potential Planning Proposal at the south site of the Eastlakes Shopping Centre. The development shown in the concept plans was of a similar scale and nature to that currently proposed in MOD 4. At the meeting, Council's technical officers advised that intensification of the shopping centre on the scale proposed would require broader strategic planning and further investigation in the context of the broader Eastlakes Local Centre.

On the 9 November 2017, the proponent met with Council officers to present a proposed scope for an Urban Context Analysis that would inform the potential Planning Proposal at the south site. Following the meeting, the proponent was issued with the following advice:

*"Council will soon commence a review of the Botany Bay LEP 2013. The Revised Draft Central District Plan identifies Eastlakes as a 'Local Centre' and therefore will be the subject of strategic planning by Council as part of the preparation of a new LEP."*

*".....In this context we consider a major Planning Proposal for the Eastlakes Shopping Centre premature."*

On the 29 November 2017, the proponent forwarded a proposed scope of works for the Urban Context Analysis for Council's review and comment. In a letter dated 18 December 2017 (refer **Appendix 2**), the proponent was advised that Council officers had not requested an Urban Context Analysis to inform strategic planning for the Eastlakes Local Centre; and previous advice was reiterated that a major Planning Proposal was considered premature given that strategic planning for a new LEP was about to commence, and the necessary strategic studies and analysis undertaken at that time.

In 2018 the Greater Sydney Commission released the *Eastern City District Plan* which nominates Eastlakes as a Local Centre and identifies a Local Centre to be

*Local Centres are a focal point of neighbourhoods and where they include public transport and transport interchanges, they are an important part of a 30-minute city. While Local Centres are diverse and vary in size, they provide essential access to day-to-day goods and services close to where people live. (p. 48)*

As required under the Eastern City District Plan (2018), the NSW Department of Planning and Environment Guidelines for Local Environmental Plan Reviews and the preparation of



Local Strategic Planning Statements, Council is required to prepare evidence based assessments and place-based planning for Local Centres that address:

- Open space and natural environment;
- Local infrastructure requirements;
- Active transport networks;
- Commercial and retail floor space;
- Expand employment opportunities;
- Local culture and heritage; and,
- Parking that is appropriate for future use and takes into account public transport and active transport networks.

#### State Design Review Panel

In early 2018 Council commenced the preparation of a comprehensive Bayside Local Environmental Plan and Development Control Plan. Eastlakes has been nominated as a Local Centre requiring a Master Plan to determine future development capacity, improvements to streetscape and open space, private and public transportation strategies, and a cohesive development approach.

On 26 July 2018 the Government Architects Office held a State Design Review Panel (SDRP) session to assess MOD 4. Council staff made representation to the Government Design Review Panel. The Panel observed that:

*“The scheme proposed is a significant departure from the current approval, which was granted in 2013. The approved scheme is characterised by articulated, medium density residential buildings that create a streetscape and buffer to a set-back retail podium. The podium includes a supermarket, through-site links and small footprint retail. The proposed scheme retains the podium but introduces a 14 storey linear apartment tower to the east along the frontage with Eastlakes Reserve, and three seven storey residential blocks. Overall there is a significant increase in height, bulk and scale, apartment numbers and parking. The proposed modification offers fewer, larger individual retail units, less activated street frontage and a compromised east-west public pedestrian link.”*

The Panel expressed concerns about the Proposal including:

- overall lack of value placed in public benefit, with commercial imperatives overriding other concerns - an appropriate balance between public benefit and private drivers was not felt to have been achieved.
- Increased GFA - the proposed modification seeks to increase residential yield on the site by approximately 50% with resultant impacts arising from increased bulk, height and scale of the development, impacts on streetscapes, increased car traffic, and the limited access to public transport in this area.
- Urban design and built form – the 14 storey linear building presents as a long, visually dominant wall to Eastlakes Reserve. The height and unbroken bulk of this element were considered unacceptable by the panel.
- the eastern elevation and the southern elevation of the podium are not activated and offer little obvious amenity or outlook to the adjacent residential buildings.
- the set back of the apartment buildings from the podium edge (required to address overshadowing issues) has meant that opportunities for visual activation and surveillance of the street have been reduced.
- the reduced number of retail units, and lack of a dedicated through-site link Greater permeability through the site, ideally with natural light and air is strongly

recommended. Further detail is required on the 'marketplace' as a means to support existing retail tenants to remain in the centre.

- concerns about safety given the impact of increased traffic.
- the north-south ramp from Barber Ave cuts off direct access to the park from the southern retail units which are accessed via a service corridor.
- The proposed community library space and childcare are located on the podium level. These spaces are only accessible via a residential core and are not visible or accessible from the public domain. Also, any community facility must be informed by engagement with the local council to ensure uses align with needs.
- concerns as to whether the 'town square' adjacent to the parking entry could be expected to work as a public space given the traffic impacts noted above.
- Level of amenity to be achieved in residential apartments as the linear western building overshadows the lower block buildings in the afternoon while appearing to offer fewer naturally ventilated apartments
- absence of ESD strategies or ratings targets which may have offered an improvement on the approved scheme.

The State Design Review Panel has provided a copy of its findings and recommendations to Council (refer **Appendix 3**). The Panel noted also that:

***"The panel understands that Bayside Council is undertaking a strategic planning study of the broader Eastlakes area to establish a vision and principles for future development. It is recommended that any approval of development modifications on this site be informed by this study."***

In October 2018, subsequent to confirmation of allocation of a \$2.5M grant to Bayside Council for the preparation of an accelerated LEP 2018, Council sought quotes from suitably qualified consultants to prepare a Town Centre Masterplan. The study will establish a vision and principles for future development and is being progressed in response to the strategic framework established by the NSW Government and the recommendations of the State Design Review Panel. The study area is identified in **Figure 1**.



**Figure 1: Eastlakes Town Centre is bound by Gardeners Road to the North, Mascot Drive to the South, Maloney Street to the West and Southern Cross Drive to the East**

#### **Secretary's Environmental Assessment Requirements**

On the 13<sup>th</sup> April 2018, the DPE wrote to Bayside Council requesting comments on the draft Secretary's Environmental Assessment Requirements (draft SEARs). Council responded to

the draft SEARs in a letter dated 27<sup>th</sup> April 2018 (refer **Appendix 4**). On the 8<sup>th</sup> May 2018, the DPE issued the final SEARs (refer **Appendix 5**).

#### **MP 09\_0146 MOD 1**

A previous modification to the Eastlakes Shopping Centre (DPE Ref: MP 09\_0146 MOD 1) for the north site, was approved by the Department of Planning and Environment on 28 June 2018. In summary, Council did not support the proposed modifications as a Masterplanning process to inform the centres growth had not been undertaken by Council. A copy of Council's submission to the DPE is provided as **Appendix 6**.

#### **MP 09\_0146 MOD 4**

In October 2018 the Crown Group lodged the current modification (MOD 4) which is a significant departure from the current approval seeking the following:

- Alterations to ground floor commercial layout;
- Increase in floor space from 49,040m<sup>2</sup> to 71,815m<sup>2</sup>;
- Increase the number of apartments from 292 to 468 (increase of 176 apartments);
- Provision of a new mezzanine level and corresponding increase in height of the residential podium;
- Consolidation of the proposed residential buildings from 6 to 4;
- Increase in the building height from 3-6 storeys to 4-14 storeys above the podium; and
- Provision of additional levels of basement car parking increasing parking from 700 to 1,077 spaces (increase of 377 spaces).

On 31 October 2018 Council was notified of the exhibition of MOD 4. The exhibition period was from Thursday, 1 November 2018 to 30 November 2018. Council subsequently requested an extension, in order to provide Council with an opportunity to review the submission prepared by Council officers. The DPE granted an extension until 14 December 2018. Full documentation of the project can be found at:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=9169](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9169)

A review of the exhibited information has identified issues associated with both the proposal and the site.

#### **Strategic Planning**

##### **• General**

Under section 3.9 of the *Environmental Planning and Assessment Act 1979* (EP&A ACT), and with guidance from the Greater Sydney Commission, Council is undertaking the comprehensive LEP and DCP review. An identified priority project as a part of this process is the Eastlakes Local Centre Master Plan. The Master Plan will aid in the formulation of the Local Strategic Planning Statements (LSPS) and built form controls for the revised LEP and DCP. The Master Plan will be undertaken in consultation with the Eastlakes Community and supported by evidence based studies and testing to inform place specific outcomes. This evidence base will guide any future development, access and movement strategies, public domain upgrades and open space requirements, and will provide a holistic approach to the renewal of the Eastlakes Local Centre. It is therefore considered premature that the proposed modification should be considered ahead of Council's strategic planning for this locality.

- **Greater Sydney Region Plan**

*Objective 12 – Great places that bring people together* emphasises using a place-based planning approach for ‘streets, neighbourhoods, Local Centres and larger scale urban renewal.’ Place-based planning involves a collaborative process involving:

*“...The community, local businesses, residents, State and local governments and other stakeholders to produce a shared vision. The shared vision and spatial framework for a place provide the basis for future development, governance and allocation of responsibilities.”*

The scale of intensification proposed is considered to have a significant impact on the Eastlakes Local Centre, however, as noted above, a strategic planning process to establish the shared vision and basis for the growth and renewal of the Eastlakes Local Centre has not yet been undertaken by Council.

*Objective 22 - Investment in business activity in centres* establishes *Principles for Greater Sydney’s Centres* and provides for how Local Centres are to be managed:

*“The management of Local Centres is best considered at a local level. Developing a hierarchy within the classification of Local Centres should be informed by a place-based strategic planning process at a council level including an assessment of how, broadly, the proposed hierarchy influences decision-making for commercial, retail and other uses.”*

Council notes that a new comprehensive Bayside LEP is under preparation and will be informed by a strategic planning process supported by studies and community and government stakeholder consultation to inform the managed growth of the Eastlakes Local Centre.

- **Eastern City District Plan:**

Eastlakes Local Centre is identified as a Local Centre in the Eastern City District Plan, to be informed by a place-based strategic planning approach driven by Council.

The Modification Report notes that Eastlakes is ‘*positioned as a transitional area between the urban renewal precincts of Rosebery and Mascot – both of which have undergone significant urban renewal over the past 5 years...*’.

Council notes that Mascot Local Centre is centred on a public railway station and was subject to a Masterplanning process to inform its growth and renewal. In contrast, Eastlakes Local Centre has limited access to public transport, and performs a very different function to Mascot Local Centre.

**Planning Priority E6**

The SEARs required the proponent to specifically address the ‘*principles for Local Centres and housing strategies contained in Planning Priority E6 of the Eastern City District Plan*’.

Whilst the proponent has addressed the Eastern City District Plan in the Modification Report, the proposals consistency with the principles for Local Centres has not been specifically addressed. In addition, the submitted Environmental Assessment is not supported by a local and district wide housing strategy; retail/ commercial analysis; infrastructure plan etc. to provide the necessary evidence base for the scale of intensification proposed.



Council considers that significant redevelopment of the centre without evidence based assessments to inform the growth and renewal of the Eastlakes Local Centre is premature and inconsistent with the principles for Local Centres.

The Department is advised that Council is currently preparing the new LEP that will be informed by the relevant studies and stakeholder consultation.

- **Future Transport Strategy 2056 (Strategy 2056)**

Strategy 2056 deals with how Sydney will manage our growth precincts and our economy with a focus on ensuring sustainable transport options are designed into development.

A review of the Modification Request indicates an understanding of the issues, however few items have been identified to enhance or improve the active transport network in the Offer of Public Benefit. Public domain upgrades surrounding the site will only facilitate improvement to the amenity for the proposed modification site itself, little consideration has been given to promoting connections to sustainable transport options.

The proposal does not clearly demonstrate how it can meet the transport requirements for the potential population it would introduce into the locality. Furthermore, the proposal does not clearly identify all necessary public transport and transport infrastructure upgrades that would be required, or how these would be funded.

- **Botany Bay Planning Strategy 2031**

The SEARs required the proponent to address the relevant planning provisions, goals and strategic planning objectives in the *Botany Bay Planning Strategy 2031* (Strategy 2031).

Managing Growth in the Eastern Centres Objectives and Actions

*Objective 3.2 – Create an urban environment and public domain capable of accommodating additional residential development in the eastern centres in the medium to long term.*

Strategy 2031 recognises the potential role that the eastern centre of Eastlakes plays in the provision of residential and employment growth. However, Strategy 2031 notes the following in relation to the Eastlakes centre:

*“Further intensification at Eastlakes depends on a coordinated and managed approach to renewal, future investment in public transport connections and improvement of the poor configuration of the centre. Conflicts between trucks servicing the shopping centre and neighbouring residential areas, poor public domain and the significant surrounding strata-titled residential apartments are major challenges for renewal.”*

*“More comprehensive redevelopment and renewal at Eastlakes will depend on a major reconfiguration of the subdivision and relationship between retail and residential units.”*

*“Enhancement of public transport should be considered as part of a comprehensive Transport Management Plan which capitalises on opportunities to extend public transport corridors in adjoining LGAs.”*

*“More comprehensive redevelopment and renewal at Eastlakes will depend on a major reconfiguration of the subdivision and relationship between retail and residential uses.”*

*“.....The Eastern centres (including Eastlakes) of the LGA, though not as affected by aircraft noise, are poorly serviced by efficient public transport. Eastlakes has a high proportion of strata-titled subdivision in the core area within the centre and poor centre configuration. Additional development potential may be created in the medium term following investment in public transport, site assembly and public domain upgrades.”*

As noted above, an identified priority project as a part of this process is the Eastlakes Local Centre Master Plan. The Master Plan will aid in the formulation of the Local Strategic Planning Statements (LSPS) and built form controls for the revised LEP and DCP. The Master Plan will be undertaken in consultation with the Eastlakes Community and supported by evidence based studies and testing to inform place specific outcomes. This evidence base will guide any future development, access and movement strategies, public domain upgrades and open space requirements, and will provide a holistic approach to the renewal of the Eastlakes Local Centre. It is therefore considered premature that the proposed modification should be considered ahead of Council's strategic planning for this locality.

- **Better Placed – An Integrated Design Policy for the Built Environment of NSW**

The Urban Context Report attempts to address the broader context of the Eastlakes Local Centre. It is also noted that some community consultation was undertaken as part of the proposed modification. However, there is a lack of assurance that the proposed modification addresses the design objectives contained in the NSW Government Architect's Office *Better Placed* (2017):

*Objective 1. Better Fit*

The bulk, scale and transition of the building does not respond to a strategic direction for the Local Centre, or respond to the character and typology of the Local Centre.

*Objective 2. Better Performance*

The proposed modification does not respond to the current constraints of the Local Centre in redeveloping, and therefore is not considered to facilitate an overall improved performance of the Local Centre. Of particular concern is active transport networks, vehicular access and movement, servicing, parking, open space needs and overall consideration of appropriate built form outcomes.

*Objective 3. Better for Community*

Bayside Council is undertaking the comprehensive LEP and DCP review for the LGA, including the Eastlakes Local Centre Master Plan. Without thorough placed based planning for the Local Centre there is no indication that the proposed modification would result in a better outcome for the community.

*Objective 4. Better for People*

As per response to Objective 3, above.

*Objective 5. Better working*

As per response to Objective 2, above.

*Objective 6. Better Value*

Considering the demographics of the area, it is considered that the proposed modification is not an appropriate place based response. Such gentrification of the Local Centre could result in the displacement of current residents. It is considered that the proposal, apart from providing a new shopping centre, is not adding value to the current community and broader Local Centre. Any value added should be subject to further strategic planning undertaken by Council.

*Objective 7. Better Look and Feel*

The proposal does not respond to place, nor does it consider the existing character of the area. Desired future character statements will be developed in consultation with the community during the Eastlakes Local Centre Master Plan.

The Policy notes that community cohesion can be eroded, and problems of social inequity can be reinforced when a lack of tenure types creates social separation and exclusion. In terms of social inequity, the following provides a snapshot of the socio-economic profile of the Eastlakes suburb utilising Profile ID:

*- Income:*

*'Overall, 13.1% of the households earned a high income and 28.3% were low income households (less than \$650 per week), compare with 28.3% and 15.1% respectively for Greater Sydney.'*

*- Household mix:*

*'Overall, 59.0% of households were in dwellings with 2 bedrooms or less, and 9.5% of household were in dwellings with 4 or more bedrooms, compared with 31.5% and 29.3% for Greater Sydney respectively.'*

*- Ownership:*

*'Overall, 23.1% of the population owned their dwellings; 18.7% were purchasing, and 49.6% were renting, compared with 27.7%, 31.5% and 32.6% respectively for Greater Sydney.'*

*- Rents:*

*'Analysis of the weekly housing rental payments of households in Eastlakes compared to Greater Sydney show that there was a smaller proportion of households paying higher rental payments (\$450 per week or more), and a larger proportion of households with low rental payments (less than \$250 per week).'*

*'Overall, 24.4% of households were paying high rental payments, and 38.1% were paying low payments, compared with 48.1% and 16.0% respectively in Greater Sydney.'*

Given the socio-economic profile of the Eastlakes suburb, it is considered premature to intensify development of the centre without the preparation of appropriate socio-economic studies to inform the centres growth and renewal. As noted under the sub-

heading 'Principles for housing strategies', above, Bayside Council does not yet have an adopted housing strategy for the Bayside Local Government Area, which includes the Eastlakes Local Centre, to determine an appropriate housing density and profile for the centre.

### **Statutory Planning**

- **Environmental Planning and Assessment Act 1979**

Under Section 3.9 of the Environmental Planning and Assessment Act 1979 (EP&A ACT) Council is required to prepare a local strategic planning statement (LSPS).

As noted under the heading 'Strategic Planning', Council is currently preparing the LSPS that will be used to inform the growth and management of Eastlakes.

- **State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (SEPP 65)**

Clause 28 (2) (c) of SEPP 65 requires a consent authority to take into consideration the Apartment Design Guide (ADG).

#### **Part 1 – Identifying the context**

Guidance for identifying the context is provided in Part 1 of the ADG:

*“... The importance of understanding the context, setting, local character, size and configuration of a development site. It is to be used primarily during the design stage of a development and during the strategic planning process when preparing planning controls.”*

The current planning controls in the Botany Bay Local Environmental Plan 2013 (Botany Bay LEP 2013) are based on a strategic planning process undertaken when the Botany Bay Local Environmental Plan 1995 was replaced by the standard instrument Botany Bay LEP 2013. The controls proposed in MOD 4 are not based on a strategic planning process informed by studies and consultation with the community and government stakeholders.

As noted under the heading 'Strategic Planning – General', Council is undertaking the comprehensive LEP and DCP review. An identified priority project as a part of this process is the Eastlakes Local Centre Master Plan. The Master Plan will aid in the formulation of the Local Strategic Planning Statements (LSPS) and built form controls for the revised LEP and DCP and will be focused on engagement with the Eastlakes Community, evidence based studies and testing to inform place specific outcomes.

#### **Part 1B - Local character and context:**

Guidance for determining local character and context, including desired future character, is provided in Part 1B of the ADG:

Desired future character:

*“The desired future character can vary from preserving the existing look and feel of an area to establishing a completely new character based on different uses, street patterns, subdivisions, densities and typologies.”*



*Establishing the desired future character is determined through the strategic planning process in consultation with the community, industry and other key stakeholders. Understanding the context during this process is crucial to support change and determine appropriate building types and planning controls."*

Currently the desired future character for the 'Eastlakes Precinct', in which the Eastlakes Shopping Centre is located, is detailed in the Botany DCP 2013. As noted previously in this response, neither Council nor the community has undertaken a strategic planning process to update the desired future character for the Eastlakes Local Centre and inform an appropriate planning framework for the growth and renewal of the centre.

#### **Practice Note PS 18-001**

##### **Stepping up planning and designing for better places: respecting and enhancing local character**

Additional guidance for establishing desired future character is provided in PS 18-001:

*"Good planning should ensure all places share a future desired character and once this has been established the planning framework can be used to guide the degree of change needed to achieve that vision."*

Neither Council nor the community has undertaken a strategic planning process to establish a desired future character vision for Eastlakes to inform an appropriate planning framework for the growth and renewal of the centre. Council has, however, commenced this work in the form of the Draft Eastlakes Town Centre Masterplan.

#### Part 2: Developing the controls

Part 2 of the ADG states *'This part explains the application of building envelopes and primary controls including building height, floor space ratio, building depth, separation and setbacks. It provides tools to support the strategic planning process when preparing planning controls.'*

#### Part 3: Site the development

Part 3 of the ADG states: *'This part provides guidance on the design and configuration of apartment development at a site scale. Objectives, design criteria and design guidance outline how to relate to the immediate context, consider the interface to neighbours and the public domain, achieve quality open spaces and maximise residential amenity. It is to be used during the design process and in the preparation and assessment of development applications.'*

The proposal is considered to be inappropriate, over-scaled development that does not respond to the existing character or contextual positioning of the Local Centre.

#### Part 4: Designing the Building

Part 4 of the ADG states: *This part addresses the design of apartment buildings in more detail. It focuses on building form, layout, functionality, landscape design, environmental performance and residential amenity. It is to be used during the design process and in the preparation and assessment of development applications.*

Council refers to the comments as noted in the State Design Review Panel's (Panel) consideration of MP 09\_0146 \_MOD 4 – Modification to Eastlakes Shopping Centre Mixed Use Development:

*“Detailed ADG compliance was not undertaken, the Panel were not convinced that the proposed modification offers improved amenity for apartments.”*

A comparison of the approved scheme and the proposed MOD4 scheme indicates that the proposed modification would not offer significantly improved amenity. There appears to be no significant increase in apartments receiving solar access or natural ventilation above the requirements. There is also no indication of an increase in dual aspect apartments. Council therefore has no certainty as to whether the proposed modification would provide increased amenity for the residents.

- **Botany Bay Local Environmental Plan 2013 (Botany Bay LEP 2013)**

Land Zoning

Whilst Section 75R(3) of the EP&A ACT states that the provisions of the Botany Bay LEP 2013 do not apply in respect of an approved project, the Secretary's Environmental Assessment Requirements (SEARs) nevertheless require the proponent to demonstrate the proposals consistency with the objectives of the B2 – Local Centre zone.

The objectives of the B2 Local Centre zone are:

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*
- *To encourage employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*

**Practice Note PN 11-002**

**Preparing LEPs using the Standard Instrument: standard zones**

For each zone, the Standard Instrument (SI) sets out 'core' objectives for development, and certain mandated permitted or prohibited land uses.

Related Practice Note *PN 09-005 – Local environmental plan zone objectives*, provides that 'mandatory zone objectives set out the purpose of the zone and reflect the intended strategic land use direction.'

The core zone objectives for the B2 Local Centre zone in the Botany Bay LEP 2013 are primarily focussed on the provision of retail, business, entertainment and community uses. Whilst residential accommodation in the form of *residential flat buildings* and *shop top housing* are permissible with consent, residential development is not included as a core objective.

However, the primary land use proposed by the modification is residential. The total gross floor area for the centre (north and south combined) is proposed to be increased from the approved 50,818.5sqm to 66,154.5sqm with 49,859.8sqm of residential floor area (gross) and 16,294.7sqm of non-residential floor area (gross). Accordingly, the modification will enable approximately 75% of the total gross floor area to be dedicated to residential development.

The zone objectives also seek to maximise public transport patronage and encourage walking and cycling. Refer to the heading 'Transport', 'Urban Design', 'Botany Bay

Planning Strategy 2031' and 'State Design Review Panel' below for further discussion in this regard.

#### Building height

In relation to building height, the height of buildings map in Botany Bay LEP 2013 stipulates a height of 14 metres for the site. A building height of 71.70 metres is proposed. Introducing a building of this height and scale is not consistent with the overall/ established character of Eastlakes which predominantly comprises 3-4 storey walk-up residential flat buildings.

#### Floor space ratio (FSR)

In relation to FSR, the proposal to increase FSR from the approved 2.04:1 to 2.75:1 is considered a significant overdevelopment of the site given that the Botany Bay LEP 2013 stipulates an FSR of 1.5:1.

In summary, the Modification Request is considered inconsistent with the strategic direction of the zoning which is determined by a strategic planning process. As noted by McClellan, J in the Planning Principle 'Zones' (specific aspect 'Weight to be given to the zoning') established in the case *BGP Properties Pty Limited v Lake Macquarie City Council* [2004] NSWLEC 399 revised - 05/05/2005 at 115-119:

*"Part 3 of the EP&A Act provides complex provisions involving extensive public participation directed towards determining the nature and intensity of development which may be appropriate on any site. If the zoning is not given weight, the integrity of the planning process provided by the legislation would be seriously threatened."*

An identified priority project as a part of the preparation of the Local Strategic Planning Statement process under Part 3 of the EP&A ACT is the Eastlakes Local Centre Master Plan. The Master Plan will aid in the formulation of the Local Strategic Planning Statements (LSPS) and built form controls for the revised LEP and DCP and will be focused on engagement with the Eastlakes Community, evidence based studies and testing to inform place specific outcomes.

### • **Botany Bay Development Control Plan 2013**

#### **Car parking**

The conditions of determination attached to the original approval, require the provision of car parking to be provided at the following rates, which are reduced from the rates required under the Botany Bay DCP 2013:

- 1 space per studio/ 1 bedroom/ 2 bedroom unit
- 2 spaces per 3 bedroom/ 4 bedroom unit
- 1 visitor space per 5 residential units
- 3.5 spaces per 100m<sup>2</sup> of gross lettable retail area.

Based on the above, car parking for the Eastlakes Shopping Centre (north and south combined) is proposed to be provided at the following rate:

- 52 x Studio = 52 x 1 = 52
- 184 x 1-bed = 184 x 1 = 184
- 172 x 2-bed = 172 x 1 = 172
- 59 x 3-bed = 59 x 2 = 118
- 1 x 4-bed = 1 x 2 = 2

- Visitor =  $468 / 5 = 94$
- Retail =  $12,786 / 100 = 127.86 \times 3.5 = 448$

Car parking required: 1070

Car parking provided: 1077

However, the Botany Bay DCP 2013 requires car parking at the following rate:

- 1 space/ studio or one (1) bedroom dwelling
- 2 spaces / two (2) or more bedrooms dwelling
- 1 designated visitor space / 5 dwellings
- 6 per 100m<sup>2</sup> of GLA
- 52 x Studio =  $52 \times 1 = 52$
- 184 x 1-bed = 184
- 172 x 2-bed =  $172 \times 2 = 344$
- 1 space per 5 dwelling =  $468 / 5 = 94$
- $12,786 / 100 = 127.86 \times 6 = 768$

Total car parking required under the Botany Bay DCP 2013 = 1442

Car parking provided = 1077

Based on the calculations outlined above, it is apparent that there is a carparking shortfall of 365 spaces.

Whilst it is noted that the draft SEARs states that *"the Department supports suppressed car parking in areas with good access to services and transport"*, part 8.1 of the Botany Bay DCP 2013 notes the following about the Existing Local Character for the Eastlakes Character Precinct which should be taken into consideration when determining the amount of car parking to be provided:

*"The function of the road network within and around Eastlakes however is congested due to significant on-street parking, especially within the high density residential area surrounding the Eastlakes Shopping Centre. The parking issue is the result of the lack of off-street parking provided within the residential flat buildings that were constructed in the period 1960 - 1970."*

*"Conflicts between trucks servicing the shopping centre and neighbouring residential areas, poor public domain and the significant surrounding strata-titled residential apartments are major challenges for renewal. Furthermore, public transport to the centre is poor. Enhancement of public transport should be considered as part of a comprehensive Transport Management Plan which capitalises on opportunities to extend public transport corridors in adjoining LGAs."*

The Traffic and Transport Assessment submitted with the Modification Request states that *'such modest increase in traffic during peak period would not affect the operation of the surrounding road network'*.

As noted above, the site is identified as having poor connection to public transport. However, the proposal appears to rely on public transport options to allow for reduced car parking for the development but does not appear to provide a strategy to improve connections to public transport.

- **Other considerations**

**State Design Review Panel**

On the 26 July 2018, the State Design Review Panel (SDRP) considered the Modification Request. A copy of their advice is provided as **Appendix 6**.

In conclusion, the SDRP provided the following summary recommendation:

*'The Panel understands that Bayside Council is undertaking a strategic planning study of the broader Eastlakes area to establish a vision and principles for future development. It is recommended that any approval of development modifications on this site be informed by this study.'*

Council is supportive of the comments made by the State Design Review Panel, and confirms that Council has commenced the strategic planning studies for the broader Eastlakes locality.

**Urban Design**

Council's officers have reviewed the Modification Request and provides the following comment:

*Height and Scale*

The proposed built form is considered inconsistent in its bulk and scale with the established character of the Eastlakes Local Centre which is characterised by 3-4 storey walk-up residential flat buildings. The increase of building heights from 2-8 storeys to 2-14 storeys above the podium is a significant departure from the approved Part 3A proposal and is a significant departure from the architectural character and scale of the Eastlakes Local Centre.

*Bulk and proposed increase GFA*

An increase of gross floor area (GFA) from 35,743 sqm to 51,3079 sqm (south site) does not address the current capacity of Eastlakes Local Centre to cater for such density. The increase in floor space by 15,336 sqm has led to a much bulkier building, impacting on the interface with adjoining residential and Council's open space asset. The impacts of such an increase in density on the Eastlakes Local Centre's open space, public domain, access and movement including increased traffic and pedestrian movement conflicts is of considerable concern. Such a departure from the approved modification is not supported.

*Visual Impacts*

The visual implications of the proposal from various viewpoints is identified in the Visual Context Analysis. The proposed built form overwhelms the views from the north, west and immediate south of the site. The approved scheme impacts are minimal, whilst the proposed modification dominates and alters the skyline of the Eastlakes Local Centre. Such a departure from the approved modification is not supported.

*Interface*

The linear built form response to address the park is not considered appropriate. The linear form overwhelms the western elevation, whilst the approved proposal supported a stepped form transitioning to lower density to the south of the site and a break in



form to relieve such bulk and scale. Such a departure from the original principles as approved (including breaks in bulk and street wall and stepping of the form) cannot be supported.

The Eastern elevation provides enhanced design elements and increased visual interest however the increase in the height of these buildings is not supported.

#### *Overshadowing*

Whilst shadow diagrams have been provided, there have been no solar access studies identifying elevation format on adjoining developments to indicate hours of solar access. The overshadowing diagrams as provided do not give assurance that the existing dwellings will receive the ADG specifications for required solar access.

#### *Active Transport Network*

Few items have been identified to enhance or improve the active transport network in the Offer of Public Benefit, public domain upgrades surrounding the site will only facilitate improvement to the amenity for the proposed modification site itself, little consideration has been given to the broader requirements of the Local Centre.

It is noted that a total of \$100,000 is identified in the Offer of Public Benefit and given works being undertaken across the LGA, little benefit could be offered to the Eastlakes community in improved public domain or by way of moving to and from the Local Centre.

#### **Transport**

The SEARs required the Modification Request to:

*'include an updated traffic and transport assessment, taking into account any changes to improve public transport use and accessibility (in particular given the site's location in relation to public transport opportunities) and 'incorporate a streetscape to promote people walking and cycling locally (wide footpaths, wayfinding signage) and high quality public transport facilities.'*

Council's officers have reviewed the Modification Request and note the following:

- It is hoped that urban design (wide footpaths/ open space etc) attractive to pedestrian amenity will be extended well beyond the Local Centre, to local schools, recreation areas and public transport.
- Improvements to bus stop and shelter facilities will be required on both sides of Gardeners Road, in-line with the projected increased volume of users. Merely having a stop nearby is not enough. The stops will need to be upgraded to ensure public transport is a desirable option for residents and workers.
- The Local Centre is within 2-3kms to regional employment, education, health precinct and connections need to be enhanced to ensure active and public transport is a viable option. In-line with Greater Sydney Commission 30-minute city.

The SDRP's review also raised concerns about the sites limited access to public transport (refer to the heading 'State Design Review Panel, above).

A review of the Modification Request indicates an understanding of the issues, however, improvements to pedestrian amenity to the bus stops do not appear to have been identified.

#### **Open Space and Recreation**

The SEARs required the Modification Request to address public domain and open space requirements for the proposal.

As previously noted in Council's response to the draft SEARs, Strategy 2031 found that whilst the former Botany LGA has a relatively high open space provision, access for the wider public is often alienated, resulting in an overall undersupply of open space (37 ha of open space and 11 ha for active sports (Botany Bay Open Space & Recreation Needs Analysis 2012).

The need for open space is predicted to increase as the population increases within the LGA. Population predictions in the 2016 Section 94 Plan predicted a population growth of 1255 persons per year, however a review of current Development Applications and Planning Proposals suggests a growth of 5,378 per year until 2022. Open space provision per 1000 residents is predicted to fall from 2.41 ha/ thousand residents in 2016 to 1.5 ha per thousand residents by 2021.

The existing Eastlakes Local Centre is characterised by high density housing with the majority of open space being provided by a number of pocket parks.

It is evident that the modification proposal relies on Council's asset to provide significant amenity to the residents and visitors to the Centre. Such a proposal gives the community unrealistic expectations on what Council can deliver and the outcomes identified in the proposal may not meet the requirements of the community given Council is yet to undertake a LGA wide open space and recreation needs analysis.

Council's officers have reviewed the Modification Request and provided the following comment:

*"Given Council's current engagement in the development of its Social Infrastructure Strategy, it would be premature for Council to have a strict view on the provision of open space areas proposed by the applicant."*

Council is in the process of preparing the new LEP, which will be informed by an Open Space and Recreation Needs Analysis and Social Infrastructure Strategy to inform how equitable access to open space for the Eastlakes Local Centre and broader Bayside LGA is to be provided and managed.

#### **Landscape Architecture**

- Generally the landscape conceptual proposal is acceptable and seeks to improve amenity and privacy. The landscape master plan prepared by Taylor Brammer landscape architect Pty Ltd, dated 31st August 2018, and architectural drawings prepared by FJMT Studio dated 29th August 2018 are not consistent. Landscape plan provide planter boxes and dense planting where architectural drawings area showing paved areas. The provision of landscape areas on podium is essential in this development that is not providing deep soil.
- Interface with Reserve doesn't deliver an integrated landscape design. Landscape improvements to the reserve may be necessary in the public accessed ground level

area. Further detail shall be develop to ensure integration. Further planting in the reserve and in private land on slab along the interface will be beneficial.

- Buffer planting around perimeter in planters with a mix of trees and shrubs can provide an excellent buffer and amenity. Planters shall allow to have a proper depth for the growth of trees and or shrubs as needed to provide screen buffer in each area.
- Further planter boxes with planting in the interface of the development with adjacent residential area can be included in upper levels to provide more privacy, add streetscape value and break the built form.
- Buffer planting is essential to provide wind break, visual buffer, and amenity and shall be maximised in the perimeter of all the proposal, especially around common use areas.

#### **Offer of public benefit**

Council staff have reviewed the Offer of Public Benefit and provide the following comments:

Council has no record of the letter dated the 25 August 2018 by Crown Group to Bayside Council, which has been included in the exhibition material in relation to the above modification. Council takes the opportunity on provide feedback to the offer that was published.

In summary the offer includes;

- 1. Provision of Public Domain upgrades including new Paving and street plantings for council owned land immediately adjacent to the proposed development capped to \$100,000 (extent agreed with council) to improve safety and amenity to residents;*
- 2. A commitment to an affordable Housing Contribution equivalent to 10% of the total number of additional apartments proposed to the Modification Application, equivalent to an estimated market value of \$8,1000,000.*
- 3. Dedication of a wall along Barber Avenue to the community for Public art or similar. Crown Group will facilitate additional community consultation to determine a use for the wall in response to local resident preferences, and will deliver the Brief capped at \$100,000*
- 4. The dedication of a 330sqm Commercial tenancy shell with essential service utility points, located in the south western corner of the proposed development at ground level, with a market value of \$2,300,000. In addition, Crown Group will contribute up to \$350,000 towards the design and fitout of the tenancy to council satisfaction.*
- 5. Provision of embellishment works to Eastlakes Reserve capped to \$786,685 following feedback from the local community. This includes but is not limited to:*
  - Upgrades to paths;*
  - New gazebo/shelter/rotunda;*
  - Provision of second fitness station;*
  - Additional senior play items; and*
  - Basketball court renewal.*



- *Irrigation of the park using recycled water from the development lighting of the park lights using the solar panels from the development Upgrades to seating in south eastern corner*
- *Installation of 50 electric bicycles*
- *Crown Group as the developer would be responsible for the delivery of the proposed public domain improvements in their entirety. The detailed design of the upgrades and embellishment works will be subject to negotiations with Bayside Council as part of the assessment of the Modification Application.*

Council would be willing to continue negotiating to finalise the public beneficial pursuant to section 7.4(1)(a) of the Environmental and Planning Assessment Act 1979 if the proposal is successful in the Modification Application. For the avoidance of any doubt, the Council's willingness to continue negotiations does not in any way constitute its endorsement of the planning modification.

The monetary contribution associated with the value uplift arising from the proposed amendments to planning controls should be consistent with Council's general commitment to seek approximately 50% of the value uplift in a planning amendment.

Council would generally assess the uplift in value on a before and after analysis either on a Gross Building Area or unit comparison sale rate and this would be an instruction to an independent valuer.

We refer to recent sales data in the immediate area below;

- 671 Gardeners Road Mascot sold in February 2017 for \$67m with approval for 242 apartments. Site area is 0.7 hectares equating to \$9,336/sqm and \$277,000 per apartment
- 563 Gardeners Road Mascot sold in December 2016 for \$7m with approval for 25 apartments equating to \$280,000 per apartment.

In this case the proposed uplift in units No's is 176 units. If the purported 50% value uplift is \$11,736,000 this provides a total estimated value of the development uplift at \$133,363 per unit site which appears comparatively low in the immediate market. Bayside Council acknowledge the offer of Crown Groups proposed modification and table responses below;

<i>Item</i>	<i>Description</i>	<i>Crown Groups Estimated public Benefit</i>	<i>Comment</i>
1	Public Domain upgrades surrounding site	\$100,000	Not agreed. Public domain upgrades would form part of any standard condition of development consent particularly with a development of this size. These works would be necessary on all frontages and would be uncapped and in accordance with Councils public domain requirements
2	Affordable Housing (10% of housing)	\$8,100,000	The assessment of public benefit for AFH should be in accordance with the perceived net impact on development margins for the life of the development. The provided reports supporting value are simplistic in approach and referencing errors undermine the methodology. We note the proportion and unit mix would be a decision for council and a Community Housing Provider.
3	Community Wall	\$100,000	Not agreed. This is not a defined need in the public domain plan. May have design merit however developer risk to deliver

4	Community Centre Fitout Budget	\$350,000	There is no identified community need, council would direct the \$350,000 to identified community benefit in the section 7.11 plan or in negotiations with the developer
5	Community Centre Fitout Budget	\$2,300,000	There is no identified community need, council would direct the \$2,300,000 to identified community benefit in the section 7.11 plan in negotiations with the developer
5.1	Gazebo	\$35,000	Redirect to Eastlakes Reserve Landscaping S.7.11 plan 2016
5.2	2 <sup>nd</sup> Fitness Station	\$50,000	As above
5.3	Senior Play Items	\$150,000	As above
5.4	Basket Ball Court	\$16,935	As above
5.5	Irrigation to Park from development	\$308,000	As above
5.6	Lights in park	\$55,000	As above
5.7	Remove and make good seating to South Easterly corner Reserve	\$30,000	As above
5.8	50 * Electrical Bikes (council owned)	\$141,000	Council does not operate or maintain an electrical bike fleet. Council would direct the funds to upgrades to cycle networks in the Eastlakes area as identified in the S7.11 plan 2016

### Conclusion

The proposed Eastlakes Local Centre Master Plan has been identified as a priority project as a part of the preparation of the Bayside Comprehensive LEP and DCP. The Master Plan will also aid in the formulation of the Local Strategic Planning Statements required under section 3.9 of the EP&A Act, which will inform the built form controls for the Comprehensive LEP and DCP.

The Master Plan will be undertaken in consultation with the Eastlakes Community, and be supported by evidence-based studies and testing to inform place-specific outcomes. This evidence base will guide any future development, including access and movement strategies, public domain upgrades and open space requirements, and will provide a holistic approach to the renewal of the Eastlakes Local Centre.

Council's position, as outlined in each of the detailed sections in this submission, is that the proposed modification is premature when considering Council's strategic planning for the Eastlakes Local Centre. The proposed modification would result in development that significantly exceeds current development standards within Eastlakes Local Centre. The proposal would undermine the Master Planning work currently being undertaken to inform the Comprehensive LEP and DCP for the broader Eastlakes Local Centre, which will determine whether there is any planning merit in amending current planning controls for the site.

In their consideration of the proposed modification, the State Design Review Panel (SDRP) arrived at a position that is consistent with Council's position on the proposal. The SDRP agreed that the proposed modifications are premature, and that strategic planning should first be undertaken for Eastlakes Local Centre to determine whether there is any planning merit in amending the current planning controls for the site.

Council requests that the DPE rejects the Modification Request, for the detailed strategic planning and environmental planning reasons outlined in this submission.



19 September 2013

### **NSW Planning Commission Determination Report Proposed redevelopment of Eastlakes Shopping Centre**

#### **1. Background**

On 31 August 2010, the Director General of the Department of Planning and Infrastructure (the Department) requested the Planning Assessment Commission (PAC) to review the reasonableness of the Department's recommendation to declare a proposal to redevelop the Eastlake Shopping Centre for mixed use development, a Part 3A project, and to authorise the proponent to apply for approval of a concept plan for the proposal. The request also asked the Commission to meet with the proponent and Botany Bay City Council to discuss the proposal.

The Commission met with both parties and visited the site before finalising its review report. This report concluded that the capital investment value of the project was \$192 million and therefore fell within Schedule 3 of the then State Environmental Planning Policy (Major Project).

As to the authorisation of the application for a concept plan, the Commission considered that the application would be beneficial to the community to the extent that it would provide for redevelopment of the shopping centre. However, the Commission expressed concern that the introduction of additional residential in addition to retail development in the form then proposed, with a density of almost double that permitted by the then LEP (FSR 1:1 and the proposed FSR 2.1:1), would exacerbate existing issues of poor amenity and traffic concerns. Accordingly, the Commission did not support the Department's recommendation to authorise an application for a concept plan for the proposed residential and commercial development.

Following the PAC advice, the Minister declined to authorise a concept plan for the proposal. Nevertheless, as a result of the capital investment value of the proposal, the application was declared a project to which Part 3A applied on 18 January 2011.

#### **2. The Proposal**

The Project Application proposed a mixed use development for retail and residential uses. Following exhibition of the project's Environmental Assessment (EA) report, the proposal was amended to address issues raised in submissions and a Preferred Project Report (PPR) was submitted on 14 March 2013. The PPR as assessed by the Department sought approval for the following:

- a mixed use development over two sites with ground floor commercial/retail uses;
- eleven residential buildings (up to 7 storeys above the podium level) for 428 units;
- two levels of basement car parking for 1,028 vehicles; and

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- public domain works including new vehicle access points, associated road works, streetscape works including footpaths and tree planting and lighting within the adjoining Eastlakes reserve.

The following table provides a brief summary of the changes from the proposal contained in the EA and the PPR. The Department's assessment was on the amended proposal as provided in the PPR.

	As Proposed in the EA	PPR as Assessed by the Department
Number of Storeys	Vary between 1 and 9 storeys in height	Single storey retail podiums with up to 7 storeys in height above the podiums and basement parking/loading portico on both sites
Number of residential units	443 apartments (361 residential units and 82 serviced apartments)	428 apartments (approval sought for variation of the number of units between 415 and 440)
GFA for residential use	40,318m <sup>2</sup>	36,800m <sup>2</sup>
GFA for retail/commercial use	15,960 m <sup>2</sup>	15,045 m <sup>2</sup>
Total GFA	56,278m <sup>2</sup>	51,845 m <sup>2</sup>
FSR	2.34:1	2.15:1
Basement car parking spaces proposed	1038	1028

Appendix 1 is the site plan contained in the PPR which shows the development layout and height of each building. It should be noted that the number of storeys indicated are above a podium as the ground floor is mostly for retail use.

### 3. Delegation to the Commission

On 13 June 2013, the Project Application (MP09\_0146) was referred to the Planning Assessment Commission (the Commission) for determination under Ministerial delegation issued 14 September 2011, as the City of Botany Bay Council objected to the proposal and the Department received more than 25 public objection submissions.

For this determination, Ms Gabrielle Kibble AO, Chair of the Planning Assessment Commission, nominated Mr Paul Forward (chair), Ms Jan Murrell and Ms Abigail Goldberg to constitute the Commission for the project.

### 4. Department's Assessment Report

The Director-General's Assessment Report provided an assessment of the following key issues:

- density;
- built form (height, setback, urban design/streetscape);
- interface with reserve and public domain;
- amenity impact on adjoining residential premises;

- internal residential amenity including building depth, building separation, number of units to a circulation corridor and unit sizes; and
- traffic issues.

The Assessment report concluded that subject to recommended modifications and approval conditions, the proposed development would renew and upgrade the existing town centre. It would also increase housing stock in the area with good accessibility to retail services and employment opportunities, and is consistent with State planning objectives.

The Department considered the recommended modifications will improve the development's transition to neighbouring residential areas, provide a greater level of amenity, and promote the use of public transport. These recommended modifications include:

- Amending 3 units to ensure they meet the size requirements of the Residential Flat Design Code.
- Reducing the height of Building 2 to a maximum of RL48.7 AHD.
- Articulation to eastern facade of Building 1A.
- Deletion of 70 parking spaces.
- Deletion or relocation of a proposed wall sign in the Gardeners Road frontage.
- Redesign the Gardeners Road pylon sign to ensure pedestrian views are not restricted.
- A requirement for submission of amended Public Domain and Landscape Documentation.
- Details for building separation and privacy screens as recommended in the Residential Flat Design Code.

The application was recommended for approval by the Department, subject to conditions to enforce these modifications and ensure residual impacts are properly managed.

#### **5. Commission's Site Visit**

After reviewing the assessment report and public submissions, the Commission visited the site and the surrounding area on the afternoon of Wednesday, 24 July 2013. Commission members also separately visited the site and its surrounds on other occasions to familiarise themselves with the environment and existing traffic conditions in the area. They paid close attention to the local context of the proposed development and its relationship to existing residential buildings and the public domain.

#### **6. Consultation**

The Commission's decision making process requires it to hold a public meeting to hear public views on the assessment report and recommendation when the application receives more than 25 objection submissions. The procedures also require the Commission to meet with Botany Bay City Council (Council) and the proponent. The following is a brief summary of these meetings.

9 July 2013

The Commission met separately with the Council and the proponent on this day. More details of these two meetings are provided in Appendix 2.

*Botany Bay City Council*

The meeting with the Council included a briefing of the history of the site and issues of concern to the Council. The key concerns raised by Council included the lack of a masterplan for the area; comments from the previous PAC review not having been addressed; building bulk and scale, development density, noise, traffic and unit sizes. At the meeting, in the absence of a masterplan, Council undertook to provide the Commission a set of preliminary planning principles to help guide the development of the area.

*The Proponent*

At this meeting, the proponent also provided a brief history of the site and their justification for the proposed development. The issue of traffic impact was discussed, and the proponent's traffic consultant confirmed that the proposal would not significantly reduce the level of service at the two key intersections of Gardeners Road and Racecourse Parade, and Evans Avenue and Racecourse Parade.

The option of providing a link between Racecourse Parade and St Helena Parade was also discussed and the proponent agreed to give further thought to the option and its potential traffic implications. Concerns regarding the impact of the proposal on the public domain and local residential amenity were also debated, with the proponent undertaking to review these matters as well.

23 July 2013

The Commission met with the proponent to discuss its consideration of the option of linking Racecourse Road and St Helena Parade. Ideas for extending the public domain were also put forward by the proponent.

24 July 2013

A public meeting was held. Nineteen (19) people registered to speak at the meeting beforehand, although 2 declined to speak at the meeting itself. The Commission allowed one attendee to speak even though he had not registered to do so. Altogether 18 people spoke at the meeting including representatives of Botany Bay City Council. (Appendix 3)

Key issues raised at the meeting included planning and built form; traffic, parking and pedestrian access; impact on the public domain, in particular the reserve; public transport access and capacity; visual impact; impact from the operation of the loading docks; construction impact, and impacts on residential amenity. Most people supported the redevelopment of the shopping centre. More details of this meeting are provided in Appendix 4.

14 August 2013

By letter dated 6 August 2013, Council provided the Commission a set of preliminary planning principles. The Commission met with the Council on 14 August 2013 for a briefing

of these principles. The meeting focused on the traffic implications of these principles and the proposed significant increase in building heights fronting Gardeners Road.

#### 19 August 2013

The Commission met with Mr Ron Hoenig MP, the member for Heffron as he was overseas when the public meeting was held. The key concerns raised by Mr Hoenig were similar to those raised by the Council including the lack of a master plan for the area, building bulk and scale, density, noise, traffic, unit sizes, the interface with the public reserve and the comments from the previous PAC review not having been addressed.

#### 23 August 2013

The Commission met with the proponent to discuss the issues raised in the public meeting and by Mr Hoenig MP.

#### 30 August 2013

The Commission met with the proponent to present the issues of concern to the Commission following its careful consideration of the assessment report and views expressed at meetings with stakeholders. Key concerns included traffic; impact on residential amenity, including solar access and visual impacts; and the interface with the public domain.

#### 10 September 2013

At this meeting, the proponent responded to the Commission's concerns by presenting 11 amendments to the PPR proposal. In summary, the amendments include:

##### Northern site

- Increased setbacks and landscape buffers to be provided on the eastern and western sides of the site to reduce the visual impact on adjacent residents;
- Supermarket to be relocated and plant adjusted to reduce the height of boundary walls; and
- Increased setback of Building 1A from Gardeners Road to increase solar access to and views from the adjoining residential building.

##### Southern site

- Footpath on Evans Avenue in front of Building 4 to be widened to optimise sun access and extend the public domain;
- Width of public boardwalk adjacent to the Eastlakes Reserve increased by 2m to 6.5m by moving Building 7 east by 2m;
- Buildings 6A and 6B deleted to increase podium landscaped area and reduce the number of apartments;
- One storey deleted from Building 5 to improve solar access to existing buildings on Barber Avenue; and
- One unit deleted from Building 6 to accommodate the eastward moving of Building 7.

Following this meeting, the proponent, by email dated 12 September 2013, provided the Commission a set of 10 plans that have incorporated these changes (Appendix 5).



The following table provides a summary of the changes to the proposal:

	AS EXHIBITED	PPR	Final proposal as presented on 10 September 2013
Number of Storeys	Vary between 1 and 9 storeys in height	A single storey retail podium with up to 7 storeys in height above the podiums and portico on both sites	Same as PPR except for Building 5 which will be reduced by one storey.
Number of residential units	443 apartments (361 residential units and 82 serviced apartments)	428 apartments (approval sought for variation of the number of units between 415 and 440)	404 apartments
GFA for residential use	40,318m <sup>2</sup>	36,800m <sup>2</sup>	34,636m <sup>2</sup>
GFA for retail & commercial use	15,960 m <sup>2</sup>	15,045 m <sup>2</sup>	14,404m <sup>2</sup>
Total GFA	56,278m <sup>2</sup>	51,845 m <sup>2</sup>	49,040m <sup>2</sup>
FSR	2.34:1	2.15:1	2.039:1
Unit mix		51.8% (studio & 1 bedroom) 48.2% (2 and 3 bedroom)	53% (studio & 1 bedroom) 47% (2 and 3 bedrooms)
Basement car parking spaces	1038	1028 (Assessment Report recommended 958)	916

## 7. Commission's Consideration

The Commission has reviewed the Department's assessment report and associated documents, including submissions from Botany Bay City Council, agencies and the public, and the proponent's changes in response. It has also considered the views expressed by the Council, the presenters who spoke at the public meeting, Mr Hoenig MP and the proponent and the written submissions received prior to, at, and after the public meeting.

The Commission notes that there is general consensus that the redevelopment of the shopping centre will be a significant public benefit to the community. The key concerns relate mainly to the traffic and amenity impacts on existing residents that will be generated by the proposed residential development associated with the redevelopment of the shopping centre.

### 7.1 Traffic

The existing traffic conditions in the area and the potential impact resulting from the proposed development is a key concern to the Council and the community. Particular issues relate to the capacity of the local road network, increased demand for on-street parking, connectivity with surrounding residential areas, public transport penetration, service vehicle access and impacts from the operation of the loading docks.

Section 5.6 of the Assessment Report provided an in depth assessment of the issue. The Commission notes that Council engaged a traffic consultant to advise on the application. Additional information was requested and meetings were held among the parties to resolve outstanding issues. The technical inputs from the Council were considered by the Department in its final assessment of the application.

The assessment report also indicated that the Roads and Maritime Services (RMS) raised no objection to the proposed development as it considered traffic generation from this

development would not warrant any upgrade of the intersection at Gardeners Road. Sydney Buses also advised that the development on its own is unlikely to require additional bus capacity, with the need for any additional bus services able to be addressed subsequent to the development. The Sydney Regional Development Advisory Committee (SRDAC), by letter dated 21 September 2012, also raised no objection 'in principle' to the traffic implications of the proposed development.

As mentioned in the earlier part of this report, the Commission explored the option of providing a link between Racecourse Road and St Helena Parade with the proponent in their first meeting. Following discussion with the proponent and Council, the Commission agreed that this option is not viable at this time for the following reasons:

1. The potential flow-on impact of such a link to the surrounding residential areas, particularly to the south of the site, is untested and may encourage more through traffic; and
2. It would require a redesign of a significant part of the southern site, requiring re-assessment of the proposal.

As to the issue of the proposal not having addressed the previous PAC review comments on the traffic, the Commission considers it important to note that the applicable FSR control at the time of the preliminary concept plan was 1:1 and the proposal was to double the density. The recently gazetted Botany Bay LEP 2013 however, allows a FSR of 1:5:1 and the current project application seeks approval of 2.039:1, that is, about 36% over the recommended FSR control. There is a slight reduction in the total retail GFA and the removal of all commercial GFA in the current application. Therefore, the traffic impact from the current application would be different from the earlier concept plan. It should also be noted that the assessment of this application has the benefit of inputs from Council's traffic consultant, advices from RMS, Sydney Buses and SRDAC. These inputs were not available to the previous PAC review.

The latest modifications (10 September 2013) proposed by the proponent will reduce the number of apartments from 428 to 404 and the retail GFA from 15,960m<sup>2</sup> to 14,404m<sup>2</sup>. This will have a corresponding reduction in traffic generation, hence a further reduction in traffic impact.

On the evidence, the Commission is satisfied that the traffic issue has been satisfactorily addressed in the assessment report, and through subsequent amendments. It is of the view that the potential impacts can be properly mitigated or adequately managed by the recommended conditions.

#### 7.2 Impacts on residential amenity

Potential impacts on residential amenity include visual impact, noise (particularly from the loading docks), overlooking and solar access. The Commission is empathic to these concerns, and placed priority on achieving effective integration of the new development into the existing urban fabric of Eastlakes. The Commission emphasised these concerns in discussions with the proponent. As a result, the proponent submitted amendments to the PPR proposal to the Commission, including:

- increased setbacks on the northern site to allow landscaping and greater sun access for adjacent residential developments;
- reduction in height of a residential building on the southern site to allow greater sun access for existing apartment blocks; and
- reduced density overall and as a result better traffic management.

The building height of the amended proposal is generally within the 6 storey range (above podium) which is in keeping with the character of an urbanised area. The exception is at the corner of Racecourse Parade and Evans Avenue, which will be 6 storey above the podium with a mezzanine floor. This building is adjacent to the Eastlakes Reserve and will have minimal impact on nearby residential developments. Furthermore, Building 5 is now a 2 storey building above podium which will improve its relation with existing residential developments on the other side of Barber Avenue.

The removal of Buildings 6A and 6B extends the private open space in the centre of the southern site, which will significantly improve the amenity for future residents.

The Commission is satisfied that with these improvements, the potential impacts on residential amenity will be minimised and reduced to an acceptable level. Any residual impacts could be properly managed via the approval conditions.

#### 7.3 Impacts on public domain

As a result of the Commission's concern with optimising residential amenity and integrating the new development into the existing urban fabric, a number of ideas were discussed with the proponent leading to the proponent including among their amendments:

- increased pavement width on Evans Ave to enlarge the public domain where sun access is optimal, and which represents an area currently well used by the local community;
- increased setback from the reserve so that the building interface is improved, and the building use has the potential to activate and enhance the existing open space without encroaching on it; and
- reduced density overall and better traffic management.

The Commission has furthermore introduced a condition ensuring that a community space with street frontage is set aside for community and Council use on the reserve edge at no cost to the Council.

#### 7.5 Council's preliminary planning principles

The Commission acknowledges Council's effort in preparing the preliminary planning principles and encourages Council to continue the master planning process for the area.

#### 7.6 Operation of the loading docks

Noise and visual impact from the operation of the loading docks are issues raised by residents. The Commission considers these issues can be addressed by the requirement to close the doors of the loading docks at all times except when vehicles are accessing or exiting from the docks. The Commission also considers the enclosed loading dock should be

allowed to extend its operation hours so as to further reduce traffic conflict during shopping centre operation hours and peak traffic conditions. Relevant recommended conditions have been amended accordingly.

#### **8. Commission's Determination**

The Commission has carefully reviewed the application, the assessment report, views expressed by stakeholders and the 11 amendments to the PPR proposal provided by the proponent on 10 September 2013.

The Commission's consultation process, and the background to the application highlighted almost unanimous support for the redevelopment of the shopping centre. Consultation also indicated that such redevelopment is considered by many to be overdue, with high levels of vacancies currently apparent which is impacting on the liveliness of the local area. The amendments to the PPR proposal submitted by the proponent will ensure that such redevelopment will not be further delayed and will also be supported by new residents.

The Commission is satisfied that the proposal as amended will be beneficial to the community and that the environmental and amenity impacts of the proposal can be adequately mitigated or managed by a suite of stringent conditions. Therefore, the Commission has determined to approve the application as recommended by the Department subject to their recommended modifications as well as approval conditions as amended and supplemented by the Commission. The amendments are:

1. Maximum GFA for retail/community uses is 14,404m<sup>2</sup>.
2. Maximum GFA for residential use is 34,636m<sup>2</sup>.
3. Maximum number of units 405.
4. 916 basement car parking spaces to be provided.
5. Northern site
  - Increased setbacks and landscape buffers to be provided on the eastern and western sides of the site to reduce the visual impact on adjacent residents;
  - Supermarket to be relocated and plant adjusted to reduce the height of boundary walls; and
  - Building 1A increased setback from Gardeners Road to increase solar access to and views from the adjoining residential building.
6. Southern site
  - Footpath on Evans Avenue in front of Building 4 to be widened to optimise sun access and extend the public domain;
  - Width of public boardwalk adjacent to the reserve increased by 2m to 6.5m by moving Building 7 east by 2m;
  - Buildings 6A and 6B deleted to increase podium landscaped area and reduce the number of apartments;
  - One storey deleted from Building 5 to improve solar access to existing buildings on Barber Avenue; and
  - Delete one unit from Building 6 to accommodate the eastward moving of Building 7.

7. The roller shutters to the southern loading docks are to be kept closed at all times other than during the entry and exit of the docks. No queuing of delivery trucks outside the loading docks is permitted.
8. An appropriate community space within the development with street frontage at the edge of Eastlakes Reserve shall be included within the development, at no cost to Council, that can be used by Council or Council nominated community organisation(s) for community purposes. This is in addition to Council's Section 94 contributions. If Council declines to accept the space within 3 months of the offer, the proponent shall prepare an operation management plan for such space in consultation with the Council. The operation management plan shall be approved by the Department and a copy provided to Council for information.



Paul Forward  
**Commission Member**



Jan Murrell  
**Commission Member**



Abigail Goldberg  
**Commission Member**

Appendix 1  
Site Plan as shown in the PPR



## Appendix 2

## Summary of Issues discussed at Meetings held on 9 July 2013

**Meeting with Botany Bay City Council**

Key concerns raised by Council include:

- Traffic – future growth in traffic will compromise the performance of Racecourse Place and Evans Road roundabout; the traffic report and parking demand surveys were based without considering the number of vacancies within the Eastlakes shopping centre; streets such as Longworth Avenue are narrow and difficult to have two way vehicle movement; there is a high take up of street parking;
- Public transport – the existing public bus network is at capacity noting this site alone will not drive the demand for additional buses;
- Site fragmentation and isolation – the proposal, if approved, will prevent No.'s 14 & 16 Evans Road from redevelopment;
- Adequacy and suitability of accessible units;
- Unit sizes – the majority of units do not meet the minimum unit sizes provided in the Residential Flat Code or Council's DCP 35;
- FSR – the proposed residential FSR exceeds the retail FSR with the site being zoned for retail use;
- Noise – there will be concentrated noise arising from the loading docks which will impact on adjoining residential premises;
- Built form, height, bulk, density, adequacy of open space;
- Overshadowing – the development would overshadow the adjoining reserve especially during the winter months when sun is needed the most;
- The proposal would involve Council's easement which runs parallel to the reserve; and
- Potential visual impact from public domain especially the adjoining reserve.

**Meeting with the Proponent**

The proponent advised that the site is ready for redevelopment and has been for a number of years. A number of refinements to the project design and layout have been carried out since the original EA was exhibited late in 2012 to address issues raised by the Council and in public submissions. These include a reduction in the podium height, increasing setbacks along Barber and Evans Avenues, deletion of the serviced apartments in favour of residential units, relocating the car park entry on Evans Avenue and a reduction in height on the southern side of Building 7.

The proponent's traffic consultant has confirmed that the proposal would not significantly reduce the level of service at the two key intersections (Racecourse Place with Gardeners Road and Racecourse Place with Evans Avenue).

The option of providing a shared zone arrangement, including the creation of a bus access corridor, between the shopping centre and the reserve was discussed with the proponent



indicating the connectivity of the shopping centre to the reserve was more conducive to an active interface.

With regard to potential noise issues from the proposed loading docks, the proponent advised that the docks could not be located underground due to the high water table in the area which would limit the extent of excavation for the project.

The proponent indicated key benefits include:

- Diversity of residential product being made available;
- The interface to the reserve addresses the existing disconnect between the park and the shopping centre;
- The project would have the benefit of activating the reserve;
- The proposed entry locations would minimise vehicle disruption on surrounding residential development; and
- Secondary spend would increase which would benefit more retail premises.

Appendix 3  
List of Speakers

**Planning Assessment Commission Meeting  
Proposed Redevelopment of Eastlakes Shopping Centre**

Date: 4 pm, Wednesday, 24 July 2013

Place: The Eastlakes Community Hall, Florence Avenue, Eastlakes

1. City of Botany Bay Council  
Mayor, Mr Ben Keneally  
Mr Tim Hale
2. Ms Sevinc Berber
3. Ms Maryana Fernandez
4. Ms Dianne Wolff
5. Ms Alena Brickacek
6. Ms Elsie Cole
7. Ms Kay Evans
8. Ms Carina Giatsios
9. Mr Min San Song
10. Name withheld as requested
11. Ms Cherie Muir
12. Mr Peter Starr
13. Ms Colette Batha
14. Mr Allen Jacobson
15. Strata Plan 4736  
Ms Denise Tsiros
16. Ms Therese Penny
17. Ms Flora Shmaryan

## Appendix 4

### Summary of Issues raised at the public meeting on 24 July 2013

#### *Planning and Built Form*

- The proposal is inconsistent with the objects of the EP&A Act as it will have a detrimental effect to the existing multicultural nature of the community.
- It will provide “costly housing”, not “affordable housing”.
- The interface between the proposed high and existing low rise buildings is inadequate; particularly 7 storeys next to 2 storey houses.
- The proposed height of 7 storeys and 4 metres for the podium is too high for the street.
- The residents of 193 Gardeners Road would be facing a 4 metre high podium wall.

#### *Traffic, parking, and pedestrian access*

- The intersection of Racecourse Place and Evans Avenue is already heavily congested.
- The entry/exit to the northern units is located adjacent to the loading dock driveway which will impact on traffic flow.
- Pedestrian access is unsafe, with foot traffic having to cross the roads which are now designated as a truck delivery route to gain entry to the shopping centre.
- Is the layback to the northern complex wide enough to provide truck entry and if not, this would hinder traffic which would have to stop as trucks cross over the medium to be able to manoeuvre into the loading dock driveway.
- There is inadequate parking provided for the number of units with only one space for 2 bedroom units when most people now have a car each which will result in residents parking on the surrounding streets.
- The existing road network is too narrow and will not accommodate the additional traffic especially Longworth Avenue which is single direction movement only most of the time due to street parking. Therefore the existing roads should be widened to two lanes each way to cater for the additional traffic generated.

#### *Transport*

- The existing bus network is overloaded and takes longer than the bus timetable indicates.
- School children gather in Racecourse Place to catch the 301 bus to school. The increase in traffic will result in accidents when mixed with children.

#### *Visual Impact*

- The buildings would have a significant visual and privacy impacts on adjoining residences.

#### *Loading Docks*

- Loading docks to Barber Avenue will add to congestion in street and impact on public safety;
- Loading dock operation hours should be limited to reduce traffic congestion and noise impacts;

*Other issues*

- The proposal fails to respect the particular characteristic aspirations and cultural identity of the community;
- The proponent has been misleading with the height of the development – while it is indicated as 7 storeys the actual height, including the podium, will be more like 9 ½ storeys.
- Impacts on adjoining properties during construction not considered;
- Noise from plant rooms to Barber Avenue residents to south of site;
- Loss of quiet enjoyment of street;
- Immediately affected buildings should be sound proofed;
- There will be significant overshadowing of 18 Evans Avenue;
- The Department's report states there were no further submissions following the revised PPR which is incorrect as at least one submission was made to Planning on the modified PPR;
- The entry/exit point for the northern car park will be affected by the roundabout on the junction of Racecourse Place and Evans Avenue resulting in traffic issues;
- Who will ensure landscaping (i.e. trees) on the podium will be maintained;
- All 36 unit owners within 16 Evans Avenue agreed to sell to the proponent contrary to the Department's assessment report.
- There will be noise from the pump required for the on-site detention system which will be used for landscape watering.

Appendix 5  
Drawing Numbers DA05 to DA14 dated 11 September 2013

# Bayside Council

Serving Our Community

18<sup>th</sup> December 2017

Our Ref: S17/121

Ms Jessica Ford  
Senior Consultant  
URBIS  
Level 23, Darling Park Tower 2  
201 Sussex Street  
SYDNEY NSW 2000

Dear Jessica,

**Re: Eastlakes Shopping Centre**

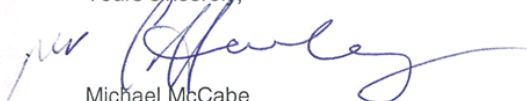
Thank you for your email dated 8<sup>th</sup> December 2017 attaching a proposed scope of works for an Urban Context Analysis in relation to a potential Planning Proposal at Eastlakes Shopping Centre.

Please be advised that Council has not at any time requested Urbis to prepare an Urban Context Analysis to inform strategic planning for the Eastlakes Shopping Centre.

Council wrote to you on the 6<sup>th</sup> December 2017 advising that the strategic planning team will soon commence a review of the Botany Bay Local Environmental Plan 2013 in the preparation of a new LEP. The Eastlakes Shopping Centre and broader Eastlakes locality will form part of that review and any necessary strategic studies and analysis to inform strategic planning for the new LEP, including working collaboratively with external stakeholders, will be undertaken at that time.

If you wish to discuss the matter further, please contact Clare Harley, Manager Strategic Planning on 0404 163 594.

Yours sincerely,



Michael McCabe  
Director – City Futures

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05 August 2018

Michael Romano  
Development Director,  
Crown Group

Via email –  
Michaelromano  
@crownngroup.com.au

PROJECT: MP 09\_0146 MOD 4 - Modification to Eastlakes Shopping Centre  
Mixed Use Development

RE: SDRP First Review – 26.07.18

Dear Michael,

Thank you for attending the State Design Review Panel (SDRP) session on Wednesday, July 26. Please note this and subsequent letters relating to the SDRP will be distributed to the meeting attendees listed below.

The scheme proposed as Modification 4 is a significant departure from the current approval, which was granted in 2013. The approved scheme is characterised by articulated, medium density residential buildings that create a streetscape and buffer to a set-back retail podium. The podium includes a supermarket, through-site links and small footprint retail. The proposed scheme retains the podium but introduces a 14 storey linear apartment tower to the east along the frontage with Eastlakes Reserve, and three seven storey residential blocks. Overall there is a significant increase in height, bulk and scale, apartment numbers and parking. The proposed modification offers fewer, larger individual retail units, less activated street frontage and a compromised east-west public pedestrian link.

Whilst the proposed modification does appear to in some ways improve the address to the neighbouring park with regards to the design of the public domain, the panel considered that overall there was a lack of value placed in public benefit, with commercial imperatives overriding other concerns. Whilst the panel understand that development must be viable, an appropriate balance between public benefit and private drivers was not felt to have been achieved. Consequently, the panel is not able to support the proposal. The following commentary is provided:

#### Increased GFA

The proposed modification seeks to increase residential yield on the site by approximately 50%. While the panel recognise the need for increased housing supply and appreciated the thorough presentation of the planning and urban design context, they remained concerned at the impacts of the proposed increases in terms of increased bulk, height and scale of the development, impacts on streetscapes, increased car traffic, and the limited access to public transport in this area.

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#### Urban design and built form

The 14 story linear building presents as a long, visually dominant wall to Eastlakes Reserve, broken with a single penetration described as necessary for cross ventilation. The height and un-broken bulk of this element were considered unacceptable by the panel. The proposed 5.5m high (plus) podium provides an activated street frontage to Evans Avenue to the north and half of Barber Avenue to the east. This was supported. However, the southern half of the eastern elevation and the southern elevation of the podium are not activated and offer little obvious amenity or outlook to the adjacent residential buildings. The panel note that the extent of active street frontage has reduced from the approved scheme. This was not supported.

Whilst it is noted that the podium addresses the scale of neighbouring development on Barber Avenue, the set back of the apartment buildings from the podium edge (required to address overshadowing issues) has meant that opportunities for visual activation and surveillance of the street have been reduced.

Whilst the panel support the shopping centre use in principle as consistent with the approved design, the reduced number of retail units, and lack of a dedicated through-site link was not supported. Greater permeability through the site, ideally with natural light and air is strongly recommended. Further detail is required on the 'market -place' as a means to support existing retail tenants to remain in the centre.

The proposed parking entry is consistent with the approved scheme. Increased setback of development in this location is supported however the panel raised concerns about safety given the impact of increased traffic.

#### Public domain and community uses

Whilst the proposal does increase the setback of the podium and residential development from the park edge, and introduce a generously scaled awning (both of which the panel support), the north-south ramp from Barber Ave cuts off direct access to the park from the southern retail units which are accessed via a service corridor. A reconsideration of the arrangement of the ramp and steps to improve access is recommended.

The proposed community library space and childcare are located on the podium level. These spaces are only accessible via a residential core and are not visible or accessible from the public domain. While the panel support the provision of childcare and community facilities it is recommended that the community space be relocated to a more visible and accessible area on the ground floor. Any community facility must be informed by engagement with the local council to ensure uses align with needs.

The panel raised concerns as to whether the 'town square' adjacent to the parking entry could be expected to work as a public space given the traffic impacts noted above. Relocation of the parking entry would benefit the functioning of this space.

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#### Residential apartments

Whilst noting that a detailed analysis of ADG compliance was not undertaken, the panel were not convinced that the proposed modification offers improved amenity for apartments. The linear western building overshadows the lower block buildings in the afternoon while appearing to offer fewer naturally ventilated apartments. The proposed modification provides 5 lift cores which in one cases services up to 17 apartments. This was not considered unacceptable. The southern block building has no ground floor entry lobby. The panel are concerned at the absence of ESD strategies or ratings targets which may have offered an improvement on the approved scheme.

#### Summary recommendations:

The panel understands that Bayside Council is undertaking a strategic planning study of the broader Eastlakes area to establish a vision and principles for future development. It is recommended that any approval of development modifications on this site be informed by this study. Additionally, the panel recommends the following with respect to the proposed Modification:

- Indicate how the proposal will balance public benefit with commercial considerations, for example through innovation in improved public domain or public access, sustainability, residential amenity, provision of affordable housing or other innovation;
- Reduce the height, bulk and scale of towers to reduce overshadowing, visual impacts and traffic load;
- Adopt a finer grained, articulated response for street elevations and ensure that Barber Avenue to the east does not feel like a 'back door';
- Increase permeability of the site and re-establish a visible through-site link with access to natural light and air, which supports diverse, independent retail;
- Ensure terraces to the park support a mix of community and food and beverage business;
- Reconsider the arrangement of the ramp and steps to improve access to retail areas and the park;
- Review the location of the parking entry and the design of the public square in this location to ensure usability and safety;
- Provide detail supporting the market square concept and how this will support existing businesses in staying in the precinct;
- Detail VPA commitments with Council and ensure community facilities are visible to and have direct access from the park;
- Increase the active street frontage on Barber Avenue facing east. Detail strategies for mitigating loading dock impact on neighbours;
- Ensure apartments meet ADG requirements and are serviced by an adequate number of cores, and generous, visible and accessible residential lobbies;
- Detail ESD strategy and green-star commitments.

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I trust that this information is helpful and look forward to seeing this project as it progresses. Please contact Emma Kirkman if you have any queries in regards to this letter.

Sincerely,



Olivia Hyde  
Director of Design Excellence - Government Architect NSW  
Chair, Kent Road SDRP

CC	
NSW SDRP Panel members	Matt Davis, Adam Haddow, Garth Paterson, Oi Choong (Bayside City Council nominee), Olivia Hyde (Chair – GANSW)
GANSW Design Advisor	Nic Moore
DPE	Anthony Witherdin
Bayside Council:	Alison Phillips
Crown Group	Michael Romano, Suzan Oktay
FJMT	Don Albert, Sean McPeake
URBIS	Stephen White, Madonna Locke

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27 April 2018



Our Ref: F10/47  
Contact: Howard Taylor 9562 1663

Ms Emma Butcher  
**Planning Officer**  
NSW Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Ms Butcher

**RE: Request for SEARs- Eastlakes Shopping Centre (MP 09\_0146 MOD 4)**

Thank you for your email dated 13 April 2018, requesting comments on the draft Secretary's Environmental Assessment Requirements (draft SEARs) regarding the proposed modification to the Eastlakes Shopping Centre, Eastlakes (Department of Planning & Environment (DPE) Ref: MP 09\_0146 MOD 4).

**The Proposal:**

The proposed modification relates to the south site, bounded by Evans Avenue, Barber Avenue and Eastlakes Reserve; and seeks the following changes to the project approval:

- Alterations to the ground floor commercial layout;
- Increase overall site floor space from 49,040m<sup>2</sup> to 71,815.1m<sup>2</sup>;
- Provision of a new mezzanine level and corresponding increase in height of the residential podium;
- Consolidation of the proposed residential buildings from 6 to 4;
- Increase the building height from 3-6 storeys to 3-12 storeys; and
- Provision of additional levels of basement car parking.

**Background:**

**MP 09\_0146 MOD 1**

A previous modification to the Eastlakes Shopping Centre (DPE Ref: MP 09\_0146 MOD 1) for the north site, is under consideration by the DPE. A copy of Council's submission in relation to this modification is attached for your reference.

**Draft Planning Proposal:**

On the 4 September 2017, Council officers met with the proponent to discuss concept plans for a potential Planning Proposal at the south site of the Eastlakes Shopping Centre. The development shown in the concept plans was of a similar scale and nature to that currently proposed in MOD 4. At the meeting, Council's technical officers advised that intensification of the shopping centre on the scale proposed would require broader strategic planning and further investigation in the context of the broader Eastlakes local centre.

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On the 9 November 2017, the proponent met with Council officers to present a proposed scope for an Urban Context Analysis that would inform the potential Planning Proposal at the south site. Following the meeting, the proponent was issued with the following advice:

*"Council will soon commence a review of the Botany LEP 2013. The Revised Draft Central District Plan identifies Eastlakes as a 'Local Centre' and therefore will be the subject of strategic planning by Council as part of the preparation of a new LEP."*

*".....in this context we consider a major Planning Proposal for the Eastlakes Shopping Centre premature."*

On the 29 November 2017, the proponent forwarded a proposed scope of works for the Urban Context Analysis for Council's review and comment. In a letter dated 18 December 2017, the proponent was advised that Council officers had not requested an Urban Context Analysis to inform strategic planning for the Eastlakes local centre; and previous advice reiterated that a major Planning Proposal was considered premature given that strategic planning for a new LEP was about to commence, and the necessary strategic studies and analysis undertaken at that time.

To date, the proponent has not lodged a Planning Proposal for the south site.

**Bayside Council feedback: Draft Secretary's Environmental Assessment Requirements (draft SEARs)**

Council has reviewed the draft Secretary's Environmental Assessment Requirements (draft SEARs) and provides relevant background and specific feedback in relation to the following items:

1. Relevant EPIs, policies and guidelines to be addressed;
4. Urban design and built form;
8. Public domain/ open space; and
9. Transport and access.

**1. Relevant EPIs, policies and guidelines to be addressed**

• **Greater Sydney Region Plan**

*Objective 12 – Great places that bring people together* emphasizes on using a place-based planning approach be applied to 'streets, neighbourhoods, local centres and larger scale urban renewal.' Place-based planning involves a collaborative process involving:

*"...the community, local businesses, residents, State and local governments and other stakeholders to produce a shared vision. The shared vision and spatial framework for a place provide the basis for future development, governance and allocation of responsibilities."*

The scale of intensification proposed is considered to have a significant impact on the Eastlakes local centre, however, a strategic planning process to establish a shared vision and basis for the growth and renewal of the Eastlakes local centre has not yet been undertaken.

*Objective 22 - Investment in business activity in centres establishes Principles for Greater Sydney's Centres and provides for how local centres are to be managed:*

*"The management of local centres is best considered at a local level. Developing a hierarchy within the classification of local centres should be informed by a place-based strategic planning process at a council level including an assessment of how, broadly, the proposed hierarchy influences decision-making for commercial, retail and other uses."*

Council notes that a new comprehensive LEP is under preparation and will be informed by a strategic planning process supported by studies and community and government stakeholder consultation to inform the management of the Eastlakes local centre.

**Assessment Requirements:**

As noted above, the scale of intensification proposed by the modification is considered to have a significant impact on the management of the broader Eastlakes local centre.

Accordingly, Council seeks to ensure that the SEARs require the proponent to demonstrate consistency with Objectives 12 and 22 of the Greater Sydney Region Plan, in particular:

- i. How the proposal is consistent with the community, local businesses, residents, State and local governments and other stakeholders shared vision for the Eastlakes local centre.

- **Eastern City District Plan:**

**Planning Priority E6**

*"To deliver high-quality, community specific and place-based outcomes, planning for the District should integrate site-specific planning proposals with precinct-wide place and public domain outcomes through place-based planning. This is a method by which great places can capitalise on the community's shared values and strengths and the place's locally distinctive attributes through collaboration and meaningful community participation."*

The Planning Priority gives emphasis to evidence-based assessment and a place-based approach to planning for local centres. In this regard, it is considered premature to intensify development of the centre without the appropriate strategic studies for the broader local centre and suburb.

The Government Architect's policy, *Better Placed*, provides guidance for place-based planning. The Policy notes that community cohesion can be eroded, and problems of social inequity can be reinforced when a lack of tenure types creates social separation and exclusion. In terms of social inequity, the following is a snapshot of the socio-economic profile of the Eastlakes suburb utilising Profile ID:



- *Income:*

*'Overall, 13.1% of the households earned a high income and 28.3% were low income households (less than \$650 per week), compare with 28.3% and 15.1% respectively for Greater Sydney.'*

- *Household mix:*

*'Overall, 59.0% of households were in dwellings with 2 bedrooms or less, and 9.5% of household were in dwellings with 4 or more bedrooms, compared with 31.5% and 29.3% for Greater Sydney respectively.'*

- *Ownership:*

*'Overall, 23.1% of the population owned their dwellings; 18.7% were purchasing, and 49.6% were renting, compared with 27.7%, 31.5% and 32.6% respectively for Greater Sydney.'*

- *Rents:*

*'Analysis of the weekly housing rental payments of households in Eastlakes compared to Greater Sydney show that there was a smaller proportion of households paying higher rental payments (\$450 per week or more), and a larger proportion of households with low rental payments (less than \$250 per week).'*

*'Overall, 24.4% of households were paying high rental payments, and 38.1% were paying low payments, compared with 48.1% and 16.0% respectively in Greater Sydney.'*

Given the socio-economic profile of the Eastlakes suburb, it is considered premature to intensify development of the centre without the preparation of the appropriate socio-economic studies to inform the centres growth and renewal.

Principles for local centres:

The Eastern City District Plan provides the following in relation to the management of local centres:

*"As the management of local centres is predominantly led by councils, the resolution of which local centres are important to each council will need to be assessed as part of their preparation of local strategic planning statements and local environmental plans."*

and,

*"This hierarchy of local, strategic and metropolitan centres (including transport interchanges) should be informed by an evidence-based assessment of local and district-wide housing, employment, retail, commercial services and infrastructure demand."*

Council considers that significant redevelopment of the centre without evidence based assessments to inform the growth and renewal of the Eastlakes local centres is premature and inconsistent with the principles for local centres, noting that Council is preparing the new LEP that will be informed by studies and consultation.

Principles for housing strategies:

The Eastern City District Plan states that housing strategies play an important role in planning for more liveable neighbourhoods and to meet housing demand by responding to the principles for housing strategies in the Eastern City District Plan.

Currently, Bayside Council does not have an adopted housing strategy for the Bayside local government area, which includes Eastlakes local centre.

Council notes that a new comprehensive LEP is currently under preparation, which will include socio-economic study and housing strategy, together with the local strategic planning statements as required under section 3.9 of EP&A Act, to provide the necessary evidence base to inform the growth and renewal of the Eastlakes local centre.

Assessment Requirements:

Council seeks to ensure that the SEARs require the proponent to clearly demonstrate the proposals consistency with the Government Architect's Policy *Better Placed* and the principles for local centres and housing strategies contained in Planning Priority E6 of the Eastern City District Plan.

- **Future Transport 2056 (FT2056)**

Assessment Requirements:

Council's Transport Planner has requested that the SEARs require the proponent to address the following:

*Ensure ready access to public transport (both commuter routes to employment centres, and local amenity-based routes)*

- *High quality public transport facilities, ie. appropriate upgraded shelters and interchanges provided at high-demand or accessibility required locations.*

*How it will provide well-designed active transport facilities to and from the town centre*

- *FT2056 emphasises physically separated cycle corridors that connect new development to schools and major employment centres (ie. UNSW/ Eastgardens/ Sydney Airport/ Port Botany)*
- *Ensure it incorporates a streetscape (spaces/ areas) to promote people walking and cycling locally – wide footpaths and seating in plaza*
- *Include wayfinding signage and directions, clear and easily readable*
- *Will nearby golf clubs be accessible from town centre via a safe pedestrian path?*

*Incorporate mandatory car share space allocation and electric vehicle charging areas into DA's – parking provisions (to be updated into due course in Bayside LEP) – 1 car share space per 50 residential spaces mandatory in several neighbouring councils.*

*Ready access to green/ open space as detailed in the NSW Government Architects Draft Strategy 'Greener Spaces' Strategy*

*Apply "movement" and "place" approach to match road function, ie. control traffic volume and speed in town centres to ensure better places and communities.*

- **State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (SEPP 65)**

Clause 28 (2) (c) of SEPP 65 requires a consent authority to take into consideration the Apartment Design Guide (ADG).

Apartment Design Guide:

*Part 1 – Identifying the context*

Guidance for identifying the context is provided in Part 1 of the ADG:

*"... the importance of understanding the context, setting, local character, size and configuration of a development site. It is to be used primarily during the design stage of a development and during the strategic planning process when preparing planning controls."*

The current planning controls in the *Botany Bay Local Environmental Plan 2013* (Botany LEP 2013) are based on a strategic planning process undertaken when the *Botany Bay Local Environmental Plan 1995* was replaced by the standard instrument Botany LEP 2013. The controls proposed in MOD 4 are not based on a strategic planning process informed by studies and consultation with the community and government stakeholders.

*Part 1B - Local character and context:*

Guidance for determining local character and context, including desired future character, is provided in Part 1B of the ADG:

*Desired future character:*

*"The desired future character can vary from preserving the existing look and feel of an area to establishing a completely new character based on different uses, street patterns, subdivisions, densities and typologies."*

*Establishing the desired future character is determined through the strategic planning process in consultation with the community, industry and other key stakeholders. Understanding the context during this process is crucial to support change and determine appropriate building types and planning controls."*

Currently the desired future character for the 'Eastlakes Precinct', in which the Eastlakes Shopping Centre is located, is detailed in the Botany DCP 2013. As noted previously in this response, neither Council nor the community has undertaken a



strategic planning process to update the desired future character for the Eastlakes local centre and inform an appropriate planning framework for the growth and renewal of the centre.

Planning circular PS 18-001 Stepping up planning and designing for better places: respecting and enhancing local character (PS 18-001)

Additional guidance for establishing desired future character is provided in PS 18-001:

*"Good planning should ensure all places share a future desired character and once this has been established the planning framework can be used to guide the degree of change needed to achieve that vision."*

As noted previously in this response, neither Council nor the community has undertaken a strategic planning process to establish a desired future character for Eastlakes to inform an appropriate planning framework for the growth and renewal of the centre.

**Assessment Requirements:**

Council notes that a new comprehensive LEP is being prepared, which will involve community and government stakeholders to update the desired future character for the Eastlakes local centre.

Council seeks to ensure that the SEARs require the proponent to demonstrate the proposals consistency with Part 1B of the ADG, in particular:

- i. Demonstrate how the proposal is consistent with the community's, industry and other key stakeholders vision for the Eastlakes local centre.

• **Botany Bay Local Environmental Plan (Botany LEP 2013)**

The subject site is zoned as B2 – Local Centre under the Botany LEP 2013. The objectives of the zone are as follows:

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*
- *To encourage employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*

The total gross floor area is proposed to be increased from the approved 49,040sqm to 71,815sqm with 52,561.4sqm of residential floor area (gross) and 19,253.7sqm of commercial floor area (gross). Based on Council's calculations, approximately 73% of the total gross floor area will be dedicated to residential development with a residential to commercial land use ratio of 2.73:1. This is inconsistent with the objectives of the B2 – Local Centre zone.

The objective of the zone is to provide a range of services (i.e. retail, business, community) to support the local area and community. Council does not consider the intensification of housing as the primary function/ role of a B2 – Local Centre zone.

Council does not oppose residential development on the subject site; however, a balanced approach must be adopted to accurately reflect the intent and purpose of a B2 Local Centre zone.

#### **Assessment Requirements:**

Council seeks to ensure that the SEARs require the proponent to clearly demonstrate the proposals consistency with the objectives of the B2 – Local Centre zone.

- **Botany Bay Planning Strategy 2031 (Strategy 2031)**

#### **Chapter 2: Strengths and Challenges**

Urban character and amenity:

*“.....The Eastern centres (including Eastlakes) of the LGA, though not as affected by aircraft noise, are poorly serviced by efficient public transport. Eastlakes has a high proportion of strata-titled subdivision in the core area within the centre and poor centre configuration. Additional development potential may be created in the medium term following investment in public transport, site assembly and public domain upgrades.”*

Eastlakes largely comprises 3-4 storey walk-up residential flat buildings and many of these buildings have been established since the 1970s. It is unlikely that these buildings will be subject to future redevelopment since they are strata title subdivided. Re-development of Eastlakes should be subject to a strategic planning process involving community and government agency consultation to ensure good public transport connections, explore ways to avoid isolating or compromising the ability to redevelop adjacent sites and establish a community vision for Eastlakes (refer also to comments under the sub-heading ‘Place-based planning’ under the heading ‘Greater Sydney Region Plan’, above).

Open Space

Strategy 2031 found that whilst the former Botany LGA has a relatively high open space provision, access for the wider public is often alienated, resulting in an overall undersupply of open space (37 ha of open space and 11 ha for active sports (Botany Bay Open Space & Recreation Needs Analysis 2012)).

The need for open space is predicted to worsen as the population increases within the LGA. Population predictions in the 2016 Section 94 Plan predicted a population growth of 1255 persons per year, however a review of current Development Applications and Planning Proposals suggests a growth of 5,378 per year until 2022. Open space provision per 1000 residents is predicted to fall from 2.41 ha/ thousand residents in 2016 to 1.5 ha per thousand residents by 2021.

The existing Eastlakes local centre is characterised by high density housing with the majority of open space being provided by a number of pocket parks. It is evident that the proposed modification, which significantly increases residential population in the local centre, relies on the adjoining Eastlakes reserve to service the open space needs of the intended residents and visitors to the shopping centre.

Council is in the process of preparing the new LEP which will be informed by an Open Space and Recreation Needs Analysis to inform how equitable access to open space for the Eastlakes local centre and broader Bayside LGA is to be provided and managed.

Chapter 3: Managing Growth in the Eastern Centres:

Strategy 2031 notes the following in relation to the growth and renewal of Eastlakes local centre:

*"More comprehensive redevelopment and renewal at Eastlakes will depend on a major reconfiguration of the subdivision and relationship between retail and residential units."*

*"Further intensification at Eastlakes depends on a coordinated and managed approach to renewal, future investment in public transport connections and improvement of the poor configuration of the centre. Conflicts between trucks servicing the shopping centre and neighbouring residential areas, poor public domain and the significant surrounding strata-titled residential apartments are major challenges for renewal."*

*"Enhancement of public transport should be considered as part of a comprehensive Transport Management Plan which capitalises on opportunities to extend public transport corridors in adjoining LGAs"*

Council is currently preparing a new comprehensive LEP. Council is commissioning an Open Space and Recreation Needs Analysis to inform open space provisions; and community consultation undertaken to establish a community vision for Eastlakes local centre.

Assessment Requirements:

Council seeks to ensure that the SEARs require the proponent to demonstrate how the proposal will:

- i) avoid isolating the development potential of adjacent sites;
- ii) provide for adequate open space given the existing identified shortfall; and
- iii) be consistent with a shared vision for the Eastlakes local centre that has been informed by the community, industry and other key stakeholders.

**4. Urban design and built form**

Item 4 of the draft SEARs requires the Modification Request (MR) to consider the proposal's consistency with the existing and desired future character of the area in the context of:

• *Development standards in the Botany Bay LEP 2013*

In relation to building height, the height of buildings map in Botany LEP 2013 stipulates a height of 14 metres for the site. A specific building height was not provided, however, a review of the plans indicates that a building height of 12 storeys above a 3-storey podium is proposed – equating to a building height of approximately 45 metres. Introducing a building of this height is not consistent with the overall/ established character of Eastlakes of 3-4 storey walk-up residential flat buildings.

In relation to FSR, the proposal to increase FSR from the approved 2.04:1 to 3:1 is considered a significant overdevelopment of the site given that the Botany LEP 2013 stipulates an FSR of 1.5:1.

- *The broader strategic planning framework and consideration of access to public transport*

The context of the proposal in the broader strategic planning framework is noted under heading 1, above. In relation to access to public transport, Strategy 2031 – Managing Growth in the Eastern Centres notes the importance of access to public transport in any strategy to grow the Eastlakes local centre:

*“Enhancement of public transport should be considered as part of a comprehensive Transport Management Plan which capitalises on opportunities to extend public transport corridors in adjoining LGAs”*

As noted elsewhere, Council is in the process of preparing the new LEP which will be informed by Transport studies that will take into consideration the transport strategies of adjoining LGAs.

- *Existing surrounding development, with detailed envelope/ height and contextual studies (including 16 Maloney and 1 Florence Street) undertaken to ensure the proposal integrates with the local environment and the planning vision for Eastlakes.”*

The ‘planning vision’ for the Eastlakes local centre is currently determined by the adopted strategic planning framework, namely, Strategy 2031 and the Botany LEP 2013. In this context, the proposed modification is inconsistent with the ‘planning vision’ for the Eastlakes local centre.

Council notes that a strategic planning process is currently being undertaken in preparation of the new comprehensive LEP that will include supporting studies.

#### **Assessment Requirements:**

Council seeks to ensure that the SEARs require the proponent to demonstrate how the proposal is consistent with:

- The desired future character of the Eastlakes local centre.

Council’s Urban Designer requests that the SEARs require the proponent to address the following

#### **1) Strategic Planning Objectives**

- The draft SEARs provides an extensive list of requirements that should be addressed for the section 75W. In addition to the draft SEARs Council would request that the following information be provided as a part of the Modification Request:*
  - In lieu of no broader strategic framework being available for the Eastlakes local centre it is integral that a comprehensive Urban Context Report is provided as part of the submission. The Eastern City District Plan, Planning Priority E6 - Creating and renewing great places and local centres, and respecting the*



*District's heritage places emphasis on evidence-based assessments and a place-based approach to planning for local centres. The proposal pre-empts an outcome that has not been derived from a holistic planning approach.*

- ii) In addition to the above the Urban Context Report should demonstrate that the modified scheme aligns with the objectives of Better Placed – an integrated design policy for the built environment for NSW (2017), 2.6.1 Design Objectives for NSW. This should be used as an indicator to ensuring that any development of the Local Centre is derived from place-based planning approach.*
- iii) The Eastern City District Plan, Planning Priority E17- Increasing Urban Tree Canopy Cover and Delivering Green Grid Connections outlines key objectives in achieving a connected natural landscape that caters for and connects communities. The Modification Request will need to provide an open space and recreation needs analysis identifying the needs and requirements of the Eastlakes community now and into the future, as well as any opportunities to deliver the Green Grid. The intensification of residential density and commercial uses within Eastlakes will require increased amenity and an understanding of the opportunities to address this will need to be provided within the Urban Context Report.*
- iv) With reference to the above, the needs analysis should also identify the future role of Eastlakes Reserve in catering for the increased density in the Eastlakes local centre. Currently Eastlakes Reserve provides passive function and open space amenity for the current population. The Modification Request should outline the role of the Reserve based on the findings of the needs analysis and the opportunities identified in the Urban Context Report. Upgrades to Eastlakes Reserve should be subject to a landscape master plan approach.*

## **2) Urban Design Comments**

- a) The following comments relate to the Modification Request's architectural drawings that have been made available and the section 75W Request:*
  - i) The draft SEARs require that height, scale and density of the proposed development is informed by detailed urban analysis and consideration of impacts on the surrounding context. As stated above this would be expected to be derived from an evidence-based assessment and place-based planning approach following the objectives of the Eastern City District Plan. The following comments are in response to the height, scale and density of the Modification Request;*
    - (1) The modification seeks an increase of 4,849.7m<sup>2</sup> retail and community space and an increase of 17,925.4m<sup>2</sup> in residential GFA. This has led to significant increases in height and density of the proposal. Not only does this change the interface with the surrounding residential areas and the Eastlakes Reserve, this significant increase of density will place pressure on the Town Centre to cater for an increase in population without any strategic planning in place to*

*guide and implement upgrades to the Local Centre that could better facilitate the Modification Request. The capacity for the existing open space network, the public transport network and infrastructure to deal with such growth requires a holistic and strategic approach in line with the objectives of the Eastern City District Plan, Planning Priority E6 - Creating and renewing great places and local centres, and respecting the District's heritage to ensure that substantial growth does not inhibit its functionality and role of the Local Centre.*

*(2) 4.3 Benefits of the Modification states that revision "significantly improved public domain interface and increased activation of ground floor shopping centre particularly with Eastlakes Reserve as well as Evans Avenue and Barber Avenue". It is requested that detailed sections along Barber Avenue (both Eastern and Southern interfaces) are provided illustrating setbacks and the built form and public domain interface including the surrounding context.*

- ii) The draft SEARs require that design quality is addressed through consideration of massing, building envelope setback, building articulation, interface with public domain and integration with the street level. Whilst some of this information is yet to be provided, the architectural drawings show that the modification is substantially different to the approved proposal. Assessing against the current information the bulk, scale and architectural design does not respond to its contextual positioning or attempt to address this through any place-based response to the locality. As mentioned above, the proposal pre-empts an outcome that has not been derived from a holistic planning approach or Council endorsed strategy.*
- iii) Further information as listed in the draft SEARs under Key Issues 4. Urban Design and Built Form will need to be provided in order to make a thorough assessment of the Modification Request.*

#### **8. Public domain/ open space**

Whilst the former Botany LGA has a relatively high open space provision, access for the wider public is often alienated, resulting in an undersupply of open space. Eastlakes local centre is characterised by high density housing with the majority of open space being provided by a number of pocket parks. It is evident that the proposed modification which significantly increases residential population relies on the adjoining Eastlakes reserve to service the open space needs of the intended residents and visitors to the shopping centre.

Council is in the process of preparing the new LEP which will be informed by an Open Space and Recreation Needs Analysis which will inform how equitable access to open space for the Eastlakes local centre and broader Bayside LGA is to be provided and managed.

**Assessment Requirements:**

Council seeks to ensure that the SEARs require the proponent to demonstrate how the proposal meets the open space and recreation needs of the existing residents of the Eastlakes given the identified shortfall of accessible open space across the LGA.

**9. Transport and accessibility**

The proponents' request for SEARs states that the total number of car parking spaces for the development, as modified, is 1776.

The conditions of determination attached to the original approval, require the provision of car parking to be provided at the following rates:

- 1 space per studio/ 1 bedroom/ 2 bedroom unit
- 2 spaces per 3 bedroom/ 4 bedroom unit
- 1 visitor space per 5 residential units
- 3.5 spaces per 100m<sup>2</sup> of gross lettable retail area.

The proponents request does not provide a breakdown of dwelling mix or the amount of gross lettable retail area. Accordingly, it is not possible for Council to calculate whether sufficient car parking is provided.

However, whilst it is noted that the draft SEARs states that "*the Department supports suppressed car parking in areas with good access to services and transport*", part 8.1 of the Botany DCP 2013 notes the following about the Existing Local Character for the Eastlakes Character Precinct which should be taken into consideration when determining the amount of car parking to be provided:

*"The function of the road network within and around Eastlakes however is congested due to significant on-street parking, especially within the high density residential area surrounding the Eastlakes Shopping Centre. The parking issue is the result of the lack of off-street parking provided within the residential flat buildings that were constructed in the period 1960 - 1970."*

**Assessment Requirements:**

Given the reliance on on-street car parking by existing residents of Eastlakes, Council seeks to ensure that the SEARs require the proponent to demonstrate how on-street car parking will be managed given that the DPE intends to support 'suppressed car parking'.

If you require further clarification, please do not hesitate to contact Council's Urban Planner, Howard Taylor, on 9562 1663 or via email: [howard.taylor@bayside.nsw.gov.au](mailto:howard.taylor@bayside.nsw.gov.au)

Yours faithfully

  
Clare Harley  
Manager Strategic Planning

## Secretary's Environmental Assessment Requirements

<b>Application number</b>	MP 09_0146 (MOD 4)
<b>Project</b>	Modification to the project approval to modify the southern site, including redesign of the podium, revised building envelopes, increased building height above podium and additional levels of basement parking.
<b>Location</b>	Eastlakes Shopping Centre, Gardeners Road, Eastlakes
<b>Proponent</b>	Crown Group
<b>Date issued</b>	8 May 2018
<b>Key issues</b>	<p>The Modification Request (MR) must address the following specific matters:</p> <p><b>1. Relevant EPIs, policies and guidelines to be addressed</b></p> <p>The MR shall address the statutory provisions applying to the site contained in all relevant environmental planning instruments (EPIs), including:</p> <ul style="list-style-type: none"> <li>• State Environmental Planning Policy (Infrastructure) 2007</li> <li>• State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development</li> <li>• State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004</li> <li>• State Environmental Planning Policy No. 64 – Advertising and Signage</li> <li>• State Environmental Planning Policy No. 55 – Remediation of Land</li> <li>• Botany Bay Local Environmental Plan 2013</li> <li>• <i>Airports Act 1996</i> (Cth) and the <i>Airports (Protection of Airspace) Regulations 1996</i> (Cth).</li> </ul> <p>The MR shall also address relevant planning provisions, goals and strategic planning objectives in the following:</p> <ul style="list-style-type: none"> <li>• NSW State Priorities</li> <li>• NSW 2021 (State Plan)</li> <li>• A Metropolis of Three Cities – The Greater Sydney Region Plan 2018</li> <li>• Eastern City District Plan</li> <li>• Future Transport 2056 Strategy</li> <li>• Draft Architecture and Design Policy for NSW</li> <li>• Guide to Traffic Generating Developments</li> <li>• NSW Planning Guidelines for Walking and Cycling</li> <li>• Better Placed – an integrated design policy for the built environment of NSW</li> <li>• Crime Prevention Through Environmental Design (CPTED) Principles</li> <li>• Development Near Real Corridors and Busy Roads – Interim Guideline</li> <li>• SEPP 65 Apartment Design Guide</li> <li>• Interim Construction Noise Guidelines</li> <li>• Botany Bay Planning Strategy 2031</li> <li>• City of Botany Bay Development Control Plan 2013.</li> </ul> <p>In particular, the MR shall demonstrate how the proposal is consistent with:</p> <ul style="list-style-type: none"> <li>• The relevant objectives of the Greater Sydney Region Plan, and how the proposal is consistent with the community, local businesses, residents, State and local governments and other stakeholders' shared vision for the Eastlakes local centre</li> <li>• the Government Architect's policy, Better Placed, and the principles for local centres and housing strategies contained in Planning Priority E6 of the Eastern</li> </ul>



	<p>City District Plan</p> <ul style="list-style-type: none"> <li>the objectives of the B2 — Local Centre Zone within the Botany Bay Local Environmental Plan (LEP) 2013.</li> </ul> <p><b>2. Comparison with the project approval (MP 09_0146) (as modified)</b></p> <p>The MR shall:</p> <ul style="list-style-type: none"> <li>provide a comparative assessment of the proposed modification against the approved scheme (qualitative and quantitative), including comparison plans clearly identifying the proposed amendments in plan and elevation, and provide a rationale for the amendments, and an analysis of benefits / impacts, including measures to mitigate any potential impacts</li> <li>outline and justify any proposed changes to the existing conditions of approval and provide an updated Statement of Commitments.</li> </ul> <p><b>3. Pre-submission consultation statement</b></p> <p>The MR shall describe the pre-submission consultation and community engagement process, issues raised and how the proposed development has been amended in response to these issues. A short explanation should be provided where amendments have not been made to address an issue.</p> <p><b>4. Urban design, built form and open space</b></p> <p>The MR shall:</p> <ul style="list-style-type: none"> <li>consider the proposal's consistency with the existing and desired future character of the area in the context of the:             <ul style="list-style-type: none"> <li>development standards with the Botany Bay LEP 2013</li> <li>broader strategic planning framework and consideration of access to public transport</li> <li>existing surrounding development, with detailed envelope/height and contextual studies (including N:16 Maloney and N:1 Florence Street) undertaken to ensure the proposal integrates with the local environment and the planning vision for Eastlakes</li> </ul> </li> <li>ensure the height, scale and density of the proposed development is informed by a detailed urban design analysis and consideration of impacts on surrounding development, including visual and solar impacts on nearby properties and public domain areas</li> <li>assess the visual impacts of the proposal from key vantage points and surrounding areas</li> <li>address the design quality with specific consideration of the massing, building envelope setback, building articulation, landscape concepts, maximisation of street activation, safety by design, design of, and integration with, the street level and surrounding public domain</li> <li>ensure the design minimises grade separation and basement protrusions above ground level</li> <li>outline the design review process, including any review by the NSW State Design Review Panel, leading to the modified design</li> <li>provide a design excellence strategy, including a design review process throughout the planning process, for the detailed design and subsequent delivery of the development, which demonstrates how design excellence will be achieved, in consultation with the Government Architect NSW</li> <li>demonstrate how the proposal will avoid isolating the development potential of adjacent sites</li> <li>provide a comprehensive Urban Context Report demonstrating that the modified scheme aligns with the design objectives of Better Placed — an integrated design policy for the built environment for NSW (2017).</li> </ul>
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	<p><b>5. Amenity Impacts</b></p> <ul style="list-style-type: none"> <li>The MR shall assess the potential amenity impacts associated with the proposal in terms of overshadowing, privacy and view loss.</li> </ul> <p><b>6. Public benefit, contributions and/or Voluntary Planning Agreement</b></p> <p>The MR shall:</p> <ul style="list-style-type: none"> <li>address the provision of public benefit, services and infrastructure in consultation with key stakeholders, including Bayside Council, local community groups and other relevant agencies, in consideration of a public benefit offer commensurate with the scope of the proposal and which reflects the needs of the community</li> <li>provide details of any Voluntary Planning Agreements, or other legally binding instrument proposed to facilitate this development as agreed between relevant public authorities and the proponent.</li> </ul> <p><b>7. Internal residential amenity</b></p> <p>The MR shall:</p> <ul style="list-style-type: none"> <li>address the design principles of SEPP 65 – Design Quality of Residential Apartment Development, and provide a detailed assessment against the Apartment Design Guide (ADG), including justification for any non-compliance</li> <li>demonstrate how the proposal is consistent with Part 1B of the ADG, in particular the community's, industry and other key stakeholders' vision for the Eastlakes local centre.</li> </ul> <p><b>8. Public domain / open space</b></p> <p>The MR shall:</p> <ul style="list-style-type: none"> <li>provide an open space and recreation needs analysis identifying the needs and requirements of the Eastlakes community, now and into the future, as well as any opportunities to deliver the Green Grid. The needs analysis should identify the future role of Eastlakes Reserve to cater for increased density in the Eastlakes local centre</li> <li>demonstrate how the proposal meets the open space and recreation needs of the existing residents of the Eastlakes, given the identified shortfall of accessible open space across the LGA</li> <li>detail any changes to the function and character of the various private, communal and public areas associated with the proposed modification. Changes to pedestrian circulation and linkages between each of these spaces should also be described and assessed</li> <li>detail any changes to the public domain interface and any changes to public domain improvements</li> <li>demonstrate how the design of proposed structures and the treatment of public domain and open spaces will: <ul style="list-style-type: none"> <li>maximise safety and security in accordance with the Crime Prevention Through Environmental Design (CPTED) principles</li> <li>ensure access for people with disabilities</li> <li>minimise potential for vehicle, bicycle and pedestrian conflicts.</li> </ul> </li> </ul> <p><b>9. Transport and accessibility</b></p> <p>The MR shall include an updated traffic and transport assessment taking into account any changes to:</p> <ul style="list-style-type: none"> <li>current daily and peak hour vehicle, public transport, pedestrian and bicycle movements, and existing and proposed traffic and transport facilities provided on the surrounding road network</li> <li>details of estimated total daily and peak hour trips likely to be generated by the proposed development, including vehicle, public transport, pedestrian and bicycle trips</li> </ul>
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	<ul style="list-style-type: none"> <li>existing and future performance of key intersections (including AM and PM peak periods for all weekdays and both weekend days) providing access to the site, and any upgrades (roads/intersections) required as a result of the development, supported by appropriate modelling and analysis</li> <li>cumulative impacts of traffic volumes from the proposal, together with existing and approved developments in the area and potential conflict with traffic movements generated by existing uses</li> <li>appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network</li> <li>justification for the proposed number of car parking spaces and details of how on-street car parking will be managed, noting the Department supports suppressed car parking in areas with good access to services and transport</li> <li>details of service vehicle movements and site access arrangements, including vehicle type</li> <li>measures for residents and visitors to make sustainable transport choices, including measures to: <ul style="list-style-type: none"> <li>improve public transport use and accessibility (in particular given the site's location in relation to public transport opportunities)</li> <li>incorporate a streetscape to promote people walking and cycling locally (wide footpaths, wayfinding signage) and high quality public transport facilities (shelters and interchanges).</li> </ul> </li> <li>integrate with existing pedestrian and bicycle linkages within the area</li> <li>implement a new or revised location specific sustainable travel plan</li> <li>demonstrate that both the right turn bay and left turn slip lane on Gardeners Road into Racecourse Place will not be affected</li> <li>prepare an updated construction traffic management plan (CTMP) to ensure construction traffic is appropriately managed and the proposed construction works will not affect the WestConnex construction.</li> </ul> <p><b>10. Noise and Vibration Assessment</b> An updated acoustic assessment shall be undertaken to identify potential noise conflicts, cumulative impacts and management strategies, to inform and support the proposed land uses. The assessment shall address noise and vibration impacts and provide detail of how these impacts will be managed and ameliorated during construction and operation of the development.</p> <p><b>11. Ecologically Sustainable Development (ESD)</b> The MR shall:</p> <ul style="list-style-type: none"> <li>identify how best practice ESD principles will be incorporated in the design of the development and include innovative and best practice proposals for environmental building performance.</li> </ul> <p><b>12. Drainage and Water Management</b> The MR shall:</p> <ul style="list-style-type: none"> <li>address any proposed changes to groundwater management as a result of additional excavation, including identifying groundwater issues, potential degradation to the groundwater source, impacts on groundwater resources and contingency measures to remediate, reduce or manage potential impacts</li> <li>address any proposed changes to stormwater management</li> <li>provide information on any changes to sewage management arrangements.</li> </ul>
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	<p><b>13. Utilities</b></p> <p>The MR shall:</p> <ul style="list-style-type: none"> <li>• document consultation with relevant agencies on the existing capacity and requirements of the development to provide utilities</li> <li>• set the potential for the proposal to impact on any water, stormwater or wastewater infrastructure.</li> <li>• determine service demands following servicing investigations and demonstrate that satisfactory arrangements for drinking water, wastewater and recycled water (if required) services have been made.</li> <li>• Consult with Sydney Water to ensure that the proposed development does not adversely impact on any existing water, wastewater or stormwater mains, or other Sydney Water asset, including any easement or property.</li> <li>• ensure satisfactory steps/measures have been taken to protect existing stormwater assets.</li> </ul> <p><b>14. Staging</b></p> <p>The MR must include details of any proposed changes to staging of the development.</p> <p><b>15. Obstacle Limitation Height</b></p> <p>The MR shall provide evidence of consultation with the Sydney Airport Corporation regarding compliance with the Obstacle Limitation Height requirements and that any additional approval or agreements required from the Sydney Airport Corporation. The Proponent shall also refer the proposal to the Federal Department of Infrastructure &amp; Regional Development &amp; Cities for a determination.</p>
Plans and Documents	<p>The MR must include all relevant plans, architectural drawings, diagrams and relevant documentation including:</p> <ul style="list-style-type: none"> <li>• a table identifying the section of the MR where each component of the SEARS is addressed</li> <li>• locality / context plan and site analysis plan</li> <li>• site survey plan, showing existing levels, location and height of existing and adjacent structures/buildings</li> <li>• locality / context plan</li> <li>• architectural drawings (to a usable scale at A3)</li> <li>• plans, elevations, sections and photomontages clearly showing the proposed amendments compared to the current approval</li> <li>• building envelopes showing the relationship with proposed and existing buildings in the locality</li> <li>• schedule of proposed gross floor area per land use</li> <li>• shadow diagrams</li> <li>• wind impact assessment</li> <li>• acoustic report</li> <li>• assessment against SEPP 65 and the Apartment Design Guide;</li> <li>• ESD statement</li> <li>• Design and access statement</li> <li>• Urban context report</li> <li>• pre-submission consultation statement</li> <li>• traffic and parking assessment</li> <li>• visual and view impact analysis and photomontages</li> <li>• public domain plans, including a landscape master plan</li> <li>• new or updated geotechnical report</li> <li>• new or updated contamination report</li> </ul>

	<ul style="list-style-type: none"><li>• updated management plans including: construction management plan, including a construction traffic management plan, construction noise and vibration management plan, construction waste management plan and cumulative impact of construction activities on other nearby sites</li><li>• contributions framework</li><li>• revised Statement of Commitments</li><li>• quantity surveyor report, prepared by a qualified quantity surveyor, providing:<ul style="list-style-type: none"><li>○ a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the EP&amp;A Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived</li><li>○ an estimate of the jobs that will be created by the future development during the construction and operational phases of the development</li><li>○ certification that the information provided is accurate at the date of preparation.</li></ul></li></ul>
<b>Consultation</b>	During the preparation of the MR, you are required to consult with the relevant local, State or Commonwealth Government authorities, including Bayside Council and Sydney Airport, utilities and service providers, RMS and TfNSW, and the local community.

# Bayside Council

Serving Our Community

23 August 2017

Our Ref: F10/47  
Contact: Howard Taylor 9366 3709

Natasha Harras  
Team Leader – Modification Assessments  
NSW Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Ms Harras

**RE: MP 09\_0146 MOD 1 – EAST LAKES SHOPPING CENTRE**

Thank you for your letter received 8 August 2017 regarding the proposed modification to the Eastlakes Shopping Centre, Eastlakes (DPE Ref: MP 09\_0146 MOD 1).

The proposal seeks approval to make changes to the Northern site, including:

- Extend the footprint of the retail podium to the Northern (Gardeners Road) boundary;
- Modify the design of Building 1B, including increase in height of the building (from three storeys to eight storeys);
- Increase overall site floor space from 49,040 sqm to 59,856 sqm;
- Change podium and ground level landscaping, including removal of five trees;
- Increase on-site parking by seven spaces; and
- Make internal modifications to basement and ground floor levels.

Following a review of the information forwarded to Council, a response has been formulated below, to provide further information for your consideration. The response includes some of the pertinent issues associated with both the proposal and the site.

**Botany Bay Planning Strategy 2031**

The Botany Bay Planning Strategy 2031 (BBPS 2031) recognises the potential role that the Eastern centre of Eastlakes plays in the provision of residential and employment growth.

However, BBPS 2031 notes the following in relation to Eastlakes:

*“...The Eastern centres (including Eastlakes) of the LGA, though not as affected by aircraft noise, are poorly serviced by efficient public transport. Eastlakes has a high proportion of strata-titled subdivision in the core area within the centre and poor centre configuration. Additional development potential may be created in the medium term following investment in public transport, site assembly and public domain upgrades.”*

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Τηλεφωνικές Υπηρεσίες Διερμηνέων

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In this regard, it is noted that no master plan has been prepared or endorsed by Council for Eastlakes Town Centre or the wider Eastlakes locality, which would otherwise guide any increase in development density (with appropriate LEP controls). In the absence of such master planning for the Town Centre and immediate locality, Council cannot be supportive of further substantial intensification beyond the previous Part 3A approval. The preparation of a Master Plan would provide opportunities for stakeholder participation during its preparation, including consultation with relevant government agencies, in accordance with the relevant provisions of the EP&A Act.

#### **Building Height, Floor Space Ratio & Site Overdevelopment**

The Modification Request represents a significant change to the original application lodged under the former Part 3A provisions of the Environmental Planning & Assessment Act, 1979 (EP&A Act). The previously approved Part 3A application included a maximum building height of 3 storeys and an increase in floor space at the site to maximum 49,040 sqm. The proposed modification now seeks a major increase in height to eight storeys and increase in floor space to 59,856 sqm.

This represents a substantial increase, particularly for a modification to an application for development. In terms of planning legislation it is not considered a modification when an additional five storeys and 10,816 sqm of floor space are being sought. Council contends that this new proposal should be considered a new application.

It is unclear as to where the additional floorspace is to be accommodated. Council would appreciate clarification of this issue and an opportunity for further comment on receipt of the information.

The Botany Bay Local Environmental Plan 2013 (BBLEP 2013) currently includes the following zoning and development standards for the subject land:

- Zone: B2 Local Centre
- Height Of Building: 14 metres
- Floor Space Ratio: 1.5:1

When considering the applicable provisions of the BBLEP 2013, the original proposal of three storeys represents a more appropriate planning outcome for the site, and the broader locality, which predominantly comprises three and four storey walk ups. Introducing a building of eight storeys in height is out of character with the locality, and without master planning to date, could result in a range of adhoc planning outcomes for the broader locality.

The site comprises an area of approximately 24,053 sqm. The Modification Request proposes an increase of almost 11,000 sqm, which will result in 59,856 sqm of Gross Floor Area. This represents an FSR of 2.49:1. This is significantly higher than the current FSR of 1.5:1 that applies to the site under the BBLEP 2013. The information submitted as part of the Modification Request provides no justification for this substantial increase in FSR. Coupled with the proposed significant increase in building height, it is clear when observing the relevant development standards of the BBLEP 2013 that the proposal would result in significant overdevelopment of the site.

Consequently the Modification Request is not 'minor' in nature, as described in the Modification Report prepared by Urbis. If the development were to be approved in the form set out in the Modification Request - particularly when comprising such a deviation from the original Part 3A approval - Council's development standards for the locality would come under immediate pressure



to be amended. Such an approval by the NSW government outside the scope of Council's LEP controls could result in unnecessary and premature reviews of development standards in the locality, and elsewhere in the Bayside LGA.

The proposed modification to the current approval should not prevail over the development standards of the Botany Bay Local Environmental Plan 2013, which is the instrument that informs the community's expectations about site development and planning outcomes, and the indicator of changes to planning outcomes. It is less than five years since the commencement of the BBLEP 2013, and no master planning has been undertaken to review the zoning and development standards that have applied to the site and broader locality since its inception. Therefore, the Modification Application should not be supported as it is inconsistent with the previously tested and endorsed planning controls.

*LEC Determination [2015] NSWLEC 12*

Approval has previously been granted by the NSW Land & Environment Court (LEC) for a maximum building height of approximately 30 metres at the site, which exceeds the maximum height of building of 16 metres identified for the site under the BBLEP 2013. Similarly, the FSR of 2.039:1 approved under that LEC determination significantly exceeds the permissible FSR of 1.5:1 for the subject site. Council's development standards have not been amended to respond to the LEC determination. It is noted that there has been no additional studies or master planning undertaken by Council, in consultation with stakeholders, to inform an appropriate long term vision, development densities and development standards in the locality.

The modification now seeks to further increase the FSR to 2.49:1, which, if approved, will almost double the applicable FSR for the site. It is noted that the increase in FSR is for the purposes of residential accommodation, further increasing the imbalance of land use toward residential in a Local Centre, where the primary function is retail.

**SEPP 65 – Apartment Design Guide**

It is noted that the proposed modification to Building B1 would result in non-compliance with the building separation distance required by the Apartment Design Guide (ADG). Consideration should be given to either a revised building design to achieve compliance; or the inclusion of adequate mitigation measures in the design to ensure that the amenity of adjoining residential development is not unreasonably impacted.

**Amenity impacts**

The proposed changes in height will have a significant impact on the amenity of Evans Avenue. An Active Street Frontage applies to Evans Avenue under the Botany Bay Local Environmental Plan 2013. The potential for an active street frontage along Evans Avenue will be compromised when this area is overshadowed for most of the day during winter. Reference is made to the overshadowing diagrams (Sheet no S75W 130012) which indicate that both the Northern and Southern sides of Evans Avenue will be overshadowed for most of the day during winter.

**Botany Bay Development Control Plan 2013**

***Apartment design***

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All 3-bedroom apartments in Building B1 are to demonstrate compliance with *Part 4C.4.2 - Family Friendly Apartment Buildings* of the Botany Bay Development Control Plan 2013 (BBDCP 2013).

#### **Traffic, Access & Car-parking**

The modification seeks approval for an additional twenty-one apartments and an increase of 467 sqm of Gross Floor Area (GFA). (it is noted that approximately 11000sqm of additional floorspace is sought however, the number of apartments, car parking spaces and identified amount of retail floorspace does not equate to that figure. As previously noted in this submission Council seeks clarification of this issue so it can make fully informed comment). The following additional car parking would be required under the BBDCP 2013:

Use	No of apartments / GLA	Car parking rate	Car parking required
Studio/ 1 bedroom	8	1 space/ studio or one (1) bedroom dwelling.	8
2 & 3 bedroom	13	2 spaces / two (2) or more bedrooms dwelling.	26
Visitor spaces		1 per 5 apartments	4
GLA	467m <sup>2</sup>	6 per 100m <sup>2</sup> of GLA*	28
<b>Total</b>			<b>66</b>

\*RTA Guide to Traffic Generating Developments - Version 2.2 (RTA Guide)

The modified proposal provides for an additional seven spaces to that of the Part 3A approval, resulting in a shortfall of 59 spaces from the amount of car parking required by the BBDCP 2013 and the RTA Guide. Council does not support such a substantial shortfall in car parking, especially when considering that the site is a Local Centre that experiences traffic movements well beyond that of a residential area.

The Environmental Assessment Report (EAR) states that the approved development and modification will rely upon public transport at Gardeners Road to service the shortfall in car parking provision. In their submission in relation to the original proposal, Sydney Buses stated that:

*"...These services (i.e. Route 301, 303 and 343) are already operating at capacity during the AM peak period. Any additional patronage growth would require additional trips to be funded by Transport for NSW. The consideration and cost implications of adding additional trips to cater for patronage growth should be discussed with the Transport for NSW Bus Planning Group."*

Given that bus services are already operating at capacity in the locality, the argument to justify a reduction in car parking provision by the availability of public transport is not supported. A shortfall of 59 car parking spaces is a substantial shortfall, given that public transport services are already at capacity. The modification is not supported on this basis alone.

Due to the intensity of existing development as noted above, adjoining local roads currently experience significant traffic congestion and pedestrian/ vehicular conflict. An increase in the FSR from 2.039:1 to 2.49:1 will place further pressure on the existing road network, introduce traffic safety risks and greater conflicts between vehicles and pedestrian/cyclists.

Given the likely increase in traffic and demand for public transport, the proponent and DPE need to ensure that there is sufficient capacity in the road network and bus services, to cater for the proposed development.

#### **Voluntary Planning Agreement**

If Council was the Relevant Planning Authority (RPA) for a proposed development of this scale, it would be expected that the applicant would discuss the possibility of a Voluntary Planning Agreement (VPA) to support the proposal. A VPA for this site could deliver significant public benefits to the community, and could include elements like open space and recreation improvements, and upgrades to pedestrian and cyclist networks in the locality. Council is unaware if DPE have discussed any proposed community benefits to be delivered by the original Part 3A approval, as Council is not the RPA in this instance. Should any intensification sought under the Modification Application be realised through an approval by DPE, the community benefits to be delivered should be commensurate with the intensification of development proposed.

#### **Conclusion**

The Modification Request will have a detrimental impact on the active street frontage along Evans Avenue, comprising activity and passive surveillance in the vicinity of the site. An approval for a building height of 8 storeys and FSR of 2.49:1 would set an unwelcome precedent for similar developments in the locality, further undermining the planning controls that have been endorsed by Council and DPE under the BBLEP 2013. Council recommends that DPE rejects the Modification Request, given these fundamental issues which have broader planning implications.

The preparation of a Master Plan and, potentially, a Planning Proposal would provide opportunity for broader stakeholder participation, rather than approving modifications to an already controversial development within a single site in Eastlakes Local Centre. Approval of the Modification Request is likely to create further community concern and create a situation where a single site outcome is used to leverage additional development opportunities beyond the current planning controls of the BBLEP 2013.

If you have any queries over the matters raised in this submission, please do not hesitate to contact Council's Project Officer, Howard Taylor, on 9366 3709 or at [howard.taylor@bayside.nsw.gov.au](mailto:howard.taylor@bayside.nsw.gov.au).

Yours sincerely



Clare Harley  
Manager Strategic Planning

Council endorsed submission dated 12th December 2018	Proponents Response to Submissions and Preferred Project Report (RtS)	Council Comment
<p><b>Strategic Planning</b></p> <p><b>General</b> Under section 3.9 of the <i>Environmental Planning and Assessment Act 1979</i> (EPAA), and with guidance from the Greater Sydney Commission, Council is undertaking the comprehensive LEP and DCP review. An identified priority project as a part of this process is the Eastlakes Local Centre Master Plan.</p> <p><b>Greater Sydney Region Plan</b> <i>Objective 12 – Great places that bring people together</i></p> <p><i>Objective 22 - Investment in business activity in centres</i></p> <p><b>Eastern City District Plan</b> - Planning Priority E6 – principles for local centres and housing strategies</p>	<p>The response in the proponents RtS is noted.</p> <p>The RtS states that the assessment of the proposals consistency with the directions and priorities contained in the Greater Sydney Region Plan and Eastern City District Plan remain unchanged. Accordingly, the RtS has not specifically responded to the concerns raised in Council's submission of 12th December 2018 in relation to the proposal's consistency with the Greater Sydney Region Plan and Eastern City District Plan.</p>	<p>Parts 4.1 and 4.7 of the Draft Eastlakes Local Town Centre Masterplan indicates the following for the long term in relation to built form and governance:</p> <p><i>'Review of controls to incentivise future renewal within an improved market cycle and when supporting infrastructure in place.'</i></p> <p>and</p> <p><i>'Local centre hierarchy and development standards will need to be revised if suitable infrastructure and foundation haven undertaken to understand Eastlakes role as a local centre.'</i></p> <p>Council reiterates the concerns raised in relation to the proposal's inconsistency with objectives 12 and 22 of the Greater Sydney Region Plan and Planning Priority E6 of the Eastern City District Plan in its submission dated 12th December 2018.</p>

<p><b>Future Transport Strategy 2056</b> - improvements to active transport network to connect with sustainable transport options</p>	<p>In relation to Future Transport Strategy 2056, the RtS states that '<i>Further information is required</i>', however, a review of the submitted documentation indicates that no further information has been submitted to address Council's concerns.</p> <p>Accordingly, the RtS has not responded to the concerns raised in Council's submission of 12th December 2018 in relation to the proposal's consistency with the Future Transport Strategy 2056.</p>	<p>Council reiterates the concerns raised in relation to the proposal's inconsistency with Future Transport Strategy 2056 in its submission dated 12th December 2018.</p>
<p><b>Botany Bay Planning Strategy 2031</b> - Managing Growth in the Eastern Centres Objectives and Action</p>	<p>As noted in Council's submission of 12th December 2018, the SEARs required the proponent to address the relevant planning provisions, goals and strategic planning objectives in the <i>Botany Bay Planning Strategy 2031</i> (Strategy). A review of the RtS indicates that the Strategy has not been specifically addressed.</p>	<p>Council reiterates the concerns raised in relation to the proposal's inconsistency with the relevant planning provisions, goals and strategic planning objectives in the <i>Botany Bay Planning Strategy 2031</i>.</p>
<p><b>Better Placed – An Integrated Design Policy for the Built Environment of NSW</b></p> <p>Design objectives:</p> <ul style="list-style-type: none"> <li>- <i>Better Fit</i></li> <li>- <i>Better Performance</i></li> <li>- <i>Better for Community</i></li> <li>- <i>Better for People</i></li> <li>- <i>Better working</i></li> <li>- <i>Better value</i></li> <li>- <i>Better Look and Feel</i></li> </ul>	<p>The RtS states under the heading '4. Assessment of Preferred Project – South site' that the assessment of 'other relevant policies and guidelines remains unchanged and has not specifically respond to the concerns raised in relation to the design objectives of Better Placed.</p>	<p>Council reiterates the concerns raised in relation to the proposal's inconsistency with <i>Better Placed – An Integrated Design Policy for the Built Environment of NSW</i>.</p>

<b><u>Environmental Planning and Assessment Act 1979 (EP&amp;A Act)</u></b>		
<b>Section 3.9 - Local strategic planning statements of councils</b>	<p>The RtS does not address Section 3.9 of the EP&amp;A Act, in particular, the publicly exhibited draft Bayside Local Strategic Planning Statement (BLSPS). The BLSPS notes under Bayside Planning Priority 9 that <i>'Council will take a place based approach and finalise and adopt the master plans/ urban design studies for the local centres of Rockdale, Eastlakes and Brighton Le Sands.'</i></p>	<p>Council is in the process of finalising the Eastlakes Local Centre masterplan, which will be used to guide future development of the centre. Council re-iterates the concerns raised in its submission of 12th December 2018 that consideration of the proposed modification ahead of Council's strategic planning for this locality is premature.</p>
<b>State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development (SEPP 65)</b>  - identifying the context - local character and context	<p>As noted in Council's submission of 12<sup>th</sup> December 2018, Council is undertaking the comprehensive LEP and DCP review. An identified priority project as a part of this process is the Eastlakes Local Centre Master Plan. The Master Plan will aid in the formulation of the Local Strategic Planning Statements (LSPS) and built form controls for the revised LEP and DCP and will be focused on engagement with the Eastlakes Community, evidence based studies and testing to inform place specific outcomes, consistent with place based planning required by the Eastern City District Plan.</p>	<p>Council re-iterates the concerns raised in its submission of 12<sup>th</sup> December 2018 in relation to Parts 1A and 1B of SEPP 65. Town Centre Principles 02 and 08 of the Draft Eastlakes Town Centre Masterplan indicate that controls are to be reviewed when supporting infrastructure is in place.</p>
<b>Practice Note PS 18-001 – Stepping up planning and designing for better places:</b>	<p>The RtS has not specifically responded to Council's concerns in relation to the proposal's consistency with the</p>	<p>Council re-iterates the concerns raised in its submission of 12th December 2018 in relation to the proposal's consistency with the Department of Planning and Environment's</p>

<p><b>respecting and enhancing local character</b></p>	<p>Department of Planning and Environment's Planning Circular PS 18-001.</p> <p>Neither Council nor the community has undertaken a strategic planning process to establish a desired future character vision for Eastlakes to inform an appropriate planning framework for the growth and renewal of the centre. Council has, however, commenced this work in the form of the Draft Eastlakes Town Centre Masterplan. Town Centre Principles 02 and 08 indicate that in the long term, controls are to be reviewed when supporting infrastructure is in place.</p>	<p>Practice Note PS 18-001 - <i>Stepping up planning and designing for better places: respecting and enhancing local character.</i></p>
<p><b>Botany Bay LEP 2013</b> - Land zoning</p>	<p>As noted in Council's submission of 12th December 2018, the SEARs required the proponent to demonstrate the proposals consistency with the objectives of the B2 Local Centre zone. A review of the RtS indicates that this has not been undertaken.</p>	<p>Council re-iterates the concerns raised in its submission of 12th December 2018 in relation to the proposal's consistency with the objectives of the B2 Local centre zone.</p>
<p>- Practice Note PN 11-002 Preparing LEPs using the Standard Instrument – standard zones</p>	<p>As noted in Council's submission of 12th December 2018, the core objectives of the B2 Local centre zone are primarily focussed on the provision of retail, business, entertainment and community uses. Whilst residential accommodation in the form of <i>residential flat buildings</i> and <i>shop top housing</i> are permissible with consent, residential development is not included as a core objective. The RtS has</p>	<p>Council re-iterates the concerns raised in its submission of 12th December 2018 in relation to the proposal's consistency with the Department of Planning and Environment Practice Note PN 11-002 <i>Preparing LEPs using the Standard Instrument – standard zones.</i></p>



	not specifically responded to Practice Note 11-002	
- Building height	<p>In relation to building height, the height of buildings map in Botany Bay LEP 2013 stipulates a height of 14 metres for the site. MOD 4 as amended proposes a revised building height of 60.6 metres (reduced from 71.70 metres). As noted in Council's previous submission of 12th December 2018, introducing a building of this height and scale is not consistent with the overall/ established character of Eastlakes which predominantly comprises 3-4 storey walk-up residential flat buildings.</p> <p>Whilst the RtS notes that the Botany Bay LEP 2013 does not apply to a project to which Section 75R(3) of the EP&amp;A Act applies, the requirements of relevant SEPPs continue to apply. Refer to comments in relation to the proposals inconsistency with character and context established in SEPP 65 and Practice Note PN 18-001, above.</p>	Council re-iterates the concerns raised in its submission of 12th December 2018 in relation to the proposed building height and FSR.
- Floor space ratio	<p>In relation to FSR, the proposed is considered a significant overdevelopment of the site given that the Botany Bay LEP 2013 stipulates an FSR of 1.5:1.</p> <p>Whilst the RtS notes that the Botany Bay LEP 2013 does not apply to a project to which Section 75R(3) of the EP&amp;A Act</p>	



	applies, the requirements of relevant SEPPs continue to apply. Refer to comments in relation to the proposals inconsistency with character and context established in SEPP 65 and Practice Note PN 18-001, above.	
- NSW LEC Planning Principle: Zones	The RtS does not address the Planning Principle 'Zones' established by the NSW Land and Environment Court.	Council reiterates the concerns raised in its submission of 12th December 2018 in relation to the proposals consistency with the Planning Principle 'Zones'.
<b>Botany Bay DCP 2013</b>		
- Car parking	As noted in Council's submission of 12th December 2018, the Botany Bay DCP 2013 requires car parking to be provided at the following rate:  - 1 space/ studio or one (1) bedroom dwelling - 2 spaces/ two (2) or more bedrooms dwelling - 1 designated visitor space/ 5 dwellings - 6 per 100 m2 of GLA  <u>Calculation:</u> 32 x studio = 32 x 1 = 32 209 x 1-bed = 209 x 1 = 209 201 x 2-bed = 201 x 2 = 402 52 x 3-bed = 52 x 2 = 104 1 space per 5 dwellings = 494/ 5 = 99 (19,283/ 100) x 6 = 1157	Council reiterates the concerns raised in its submission of 12th December 2018 in relation to provision of car parking.

	<p>Total car parking required under the Botany Bay DCP 2013 (north and south combined) = 2003</p> <p>Based on the calculation above, MOD 4 (as amended) it is apparent that there is a car parking <i>shortfall</i> of 1023 spaces.</p> <p>As noted in Council's submission of 12th December 2018, the draft SEARs stated that <i>'the Department supports suppressed car parking in areas with good access to services and transport'</i>, however, Eastlakes is not well served by public transport.</p>	
<p><b><u>Other considerations</u></b></p> <p><b>State Design Review Panel</b>  <i>'The Panel understands that Bayside Council is undertaking a strategic planning study of the broader Eastlakes area to establish a vision and principles for future development. It is recommended that any approval of development modifications on this site be informed by this study.'</i></p> <p><b>Urban Design</b></p>	<p>The response in the proponents RtS is noted.</p> <p>The response in the proponents RtS is noted.</p>	<p>As noted in Council's submission of 12th December 2018, Council supports the comments made by the State Design Review Panel. Town Centre Principles 02 and 08 in the Draft Eastlakes Town Centre Masterplan indicate that in the long term, controls are to be reviewed when supporting infrastructure is in place.</p> <p>Council reiterates the concerns raised in its submission of 12th December 2018 in relation to Urban Design.</p>

<b>Transport</b>	The response in the proponents RtS is noted.	Council reiterates the concerns raised in its submission of 12th December 2018 in relation to Transport.
<b>Open Space and Recreation</b>	The response in the proponents RtS is noted.	Council reiterates the concerns raised in its submission of 12th December 2018 in relation to provision of Open Space and Recreation.
<b>Offer of public benefit</b>	The proponent's offer of an offer of public benefit is noted.	The proponent's offer of an offer of public benefit is noted.

**CrownGroup**

11 October 2019

Meredith Wallace  
General Manager  
Bayside Council  
PO Box 21  
Rockdale NSW 2216

**RE: Eastlakes Shopping Centre – Offer of Public Benefit in connection MP09\_0146 MOD 4  
Modification to Eastlakes Shopping Centre Mixed Use Development**

Dear Ms Wallace,

This letter is an offer of public benefit (OPB) to accompany a Modification Application to the Department of Planning and Environment (DPE) under the transitional Part 3A provisions for the site at 19A Evans Avenue, Eastlakes (the site).

This letter outlines the scope of the proposed modification, and associated OPB in response to consultation with key stakeholders including but not limited to Council, the shopping centre retailers, and local residents. We propose the OPB once agreed by Bayside Council, inform the preparation of a Voluntary Planning Agreement (VPA). Following public exhibition, the intent would be to execute the VPA once the modification application is determined.

**For:** Modification to the project approval to modify the southern site, including redesign of the podium, revised building envelopes, increased building height above podium and additional basement parking.

**At:** 19A Evans Avenue, Eastlakes - the land legally described as Lot 30 in DP1246820.

**Details:** In association with the modification proposal for the site, the land owner, Crown Group, make the following OPB:

1. Provision of public domain upgrades including new paving, roundabout between Evans and Racecourse Avenue and street tree plantings for Council owned land immediately adjacent to the proposed development capped to \$100,000 (extent to be agreed with Council) to improve safety and amenity for residents.
2. An additional monetary contribution capped at \$1,550,000 to be used exclusively for upgrades to or establishment of new community facilities and public spaces within a 2km radius of the site. This is to include park upgrades within the centre.
3. A commitment to an Affordable Housing contribution equivalent to 10% of the total number of additional apartments proposed in the Modification Application, equivalent to an estimated market value of \$3,000,000 (refer to Value Assessment attached).

**CrownGroup**

Crown Group as the developer would be responsible for the delivery of the proposed public domain improvements in their entirety, for item 1 above. The detailed design of the upgrades and embellishment works will be subject to negotiations with Bayside Council as part of the assessment of the Modification Application.

The Table below provides further details of the material public benefits:

Item.	Description	Contribution Estimate (\$)
1	Public domain upgrades surrounding site	\$100,000
2	Upgrades to community facilities and public spaces within a 2km radius of the site	\$1,550,000
3	Affordable Housing Contribution (equivalent to the market value of 10% of the additional apartments)	\$3,000,000
	<b>Total Package Benefits</b>	<b>\$4,650,000</b>

This offer of public benefit is submitted for consideration by the Department of Planning and Environment (DP&E) and to further discuss with Bayside Council. Prior to drafting a formal VPA, our intent is to seek agreement with Council on the proposed public benefit offer. Following agreement between the parties on the terms of the OPB, a VPA will be drafted suitable for public exhibition. Should you wish to discuss any aspect of this letter, please feel free to contact the undersigned.

Regards,



William Lam  
Development Director  
Ph: 02 9925 0088  
Email: williamlam@crown-group.com.au



3 October 2019

**ANGEL PLACE  
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SYDNEY NSW 2000**

URBIS.COM.AU  
Urbis Valuations Pty Ltd  
ABN 28 105 273 523

Ms Lani Bezzina  
Assistant Development Manager  
Crown Group  
Level 29, 1 Market Street,  
Sydney NSW 2000

Dear Lani,

## **RE: AFFORDABLE HOUSING CONTRIBUTION ADVICE FOR EASTLAKES SOUTH - 19A EVANS AVENUE, EASTLAKES NSW 2018**

We have been instructed by Crown Group to provide advice for **internal review purposes only** as to the value of a proposed Affordable Housing contribution (as at the date of this letter) to be made as part of an offer of public benefit (OPB) to accompany a Modification Application to the Department of Planning and Environment (DPE).

The application is made under the transitional Part 3A provisions of Section 7SW of the EP&A Act for the site at 19A Evans Avenue, Eastlakes and legally described as Lot 30 in DP1246820 (subject property).

### **Key Assumptions**

In providing our value assessment, we have been instructed to make the following key assumptions:

- The Affordable Housing contribution is assumed to be representative of 10% of the total uplift in apartment yield as per instructions.
- The total proposed uplift is 69 apartments, therefore **seven (7) apartments (rounded)** will be analysed in the value assessment (as per instructions) to assess a **monetary contribution to be provided in lieu of Affordable Housing**.
- The apartment mix has been assumed to be 4 x studios, 2 x 1 bedroom and 1 x 2 bedroom apartments as per instructions and all apartments are to include one (1) car space each.
- All apartments are assumed to be provided on the basis of being Affordable Rental Housing (ARH) apartments, that is, they are required to be managed by a community housing provider and leased for between 20% and 25% below the market rent for a similar property in the same area for a 10 year period.
- We note that this preliminary letter has been prepared to advise Crown Group as to monetary value in lieu of seven (7) ARH apartments as calculated above for internal view purposes only.
- We have relied upon the information provided to us by Crown Group in providing this assessment, and assume it is current and accurate.

SREA-P16573\_ELS\_19A Evans Avenue, Eastlakes NSW 2018\_ARH Contribution Advice\_Final



### Methodology

In providing our value assessment of the seven (7) ARH apartments, we have assessed the apartments on two (2) basis:





1. **Direct Comparison:** The value on an average apartment value basis that a potential buyer would pay for seven (7) ARH apartments on an individual basis. We have assessed the apartments based on a regular residential apartment basis (i.e. no ARH covenant) and then discounted the value by an appropriate rate (being 20%) to account for the ARH covenant restrictions.
2. **Capitalisation of Rental Income:** The value that a potential investor would pay to secure the seven (7) ARH apartments on an individual basis on the basis construction has been completed. This is based on a potential gross income basis (discounted by 20% as per ARH apartment requirements) capitalised at an appropriate investment yield.

A summary of our evidence and calculations follows overleaf.










### Sales Evidence

In assessing the value of the ARH apartments, we have had consideration to the following sales evidence of individual secondary apartment stock in the immediate and surrounding areas. We note that there is not a high volume of modern apartment sales in Eastlakes therefore we have had consideration to both older stock in Eastlakes and to more modern stock in adjoining suburbs including Botany, Mascot Alexandria and Pagewood.







Studio Image	Address	Baths	Cars	Internal Area	Sale Date	Sale Price	Sale Rate (\$/sq.m)	Description
	811/95-97 Dalmeny Avenue, Rosebery	1	0	42 sq m	Jul-19	\$420,000	\$10,000	Represents a level 8 studio apartment located within a modern residential apartment complex identified as "Genesis". High quality finishes. Superior location to the subject property, however does not include a car space.
	3/03/27-29 Robey Street, Mascot	1	1	36 sq m	Mar-19	\$495,000	\$13,750	An "off-the-plan" apartment sale in Mascot within the "Parc Mascot" development by Adamo Properties. A studio apartment with a 17 sq.m south-facing balcony and storage. Slightly superior location to the subject property.
	231/16 Pemberton Road, Botany	1	1	38 sq m	May-18	\$530,000	\$13,947	An "off-the-plan" apartment sale in Botany within the "Pemberton on the Park" development by Toplace. A studio apartment with a 9 sq.m north-facing balcony. Slightly superior location to the subject property.
	24/51-63 Euston Road, Alexandria	1	1	40 sq m	May-18	\$510,000	\$12,750	An older style studio apartment with below average quality finishes for the locality. Located on the first floor. Complex comprises of an integrated Euro-style laundry and a swimming pool. Approximately 8 sq.m of balcony. Superior location to the subject property.





One (1) Bedroom									
Image	Address	Baths	Cars	Internal Area	Sale Date	Sale Price	Sale Rate (\$/sq.m)	Description	
	15/28 Evans Avenue, Eastlakes	1	1	50 sq.m	Aug-19	\$495,000	\$9,900	The most recent sale of a one (1) bedroom apartment in Eastlakes. Located on level three (3) of an older style brick residential flat building with basic finishes. Well kept for its age. Combined bathroom/laundry. Similar location to the subject property. Overall inferior.	
	8/78 Mascot Drive, Eastlakes	1	1	50 sq.m	Jun-19	\$425,000	\$8,500	The sale of a first floor one (1) bedroom apartment in Eastlakes. Older style apartment with dated finishes. Well kept for its age. Similar location to the subject property. Overall inferior to the subject property.	
	18/28 Evans Avenue, Eastlakes	1	1	50 sq.m	Nov-18	\$505,000	\$10,100	The sale of a one (1) bedroom apartment in Eastlakes. Located on level three (3) of an older style brick residential flat building with basic finishes. Well kept for its age. Separate laundry on the ground floor. Similar location to the subject property. Overall inferior.	
	4209/42-44 Pemberton Street, Botany	1	2	60 sq.m	Sep-19	\$580,000	\$9,667	The sale of a modern one (1) bedroom apartment in Botany. Located on the ground floor and includes a tandem car space for two (2) cars. Good quality finishes. Superior location to the subject property. Overall superior.	
	G01/104B Bay Street, Pagewood	1	1	70 sq.m	Feb-19	\$640,000	\$9,143	A modern ground floor residential apartment with good quality finishes. Larger apartment with a study area of 6 sq.m. Courtyard area of 10 sq.m. Basement storage space of approx. 15 sq.m. Superior location to the subject property.	
	E2404/53 Wilson Street, Botany	1	1	52 sq.m	Mar-19	\$550,000	\$10,577	A modern top floor residential apartment located within "Tailor's Walk" development with good quality finishes. Comprises of balcony area of 8 sq.m, accessed via bedroom and living room. Separate internal laundry room and storage room. Superior location to the subject property.	
	226/32 Jasmine Street, Botany	1	1	60 sq.m	Mar-19	\$640,000	\$10,667	A modern second floor residential apartment with good quality finishes. Comprises of a 10sq.m study area, separate internal laundry, 2 sq.m of storage and an expansive balcony. Superior location to the subject property.	



Two (2) Bedroom								
Image	Address	Baths	Cars	Internal Area	Sale Date	Sale Price	Sale Rate (\$/sq.m)	Description
	6/6 Maloney Street, Eastlakes	1	1	70 sq.m	Aug-19	\$595,000	\$8,500	Old two (2) bedroom apartment within an old red brick residential flat complex. Located on the first floor. Presents in good conditions for its age. Similar location to the subject property. Overall inferior given age.
	1/289 Gardeners Road, Eastlakes	1	1	75 sq.m	Aug-19	\$600,000	\$8,000	Old ground floor two (2) bedroom apartment within a 3-storey residential flat building complex. Dated finishes, albeit with a new stove in the kitchen. Combined bathroom / laundry. Similar location to the subject property. Overall inferior.
	21/68 Mascot Drive, Eastlakes	1	1	75 sq.m	Aug-19	\$620,000	\$8,267	A recently renovated old two (2) bedroom apartment within an old red brick residential flat building. Located on the top floor of a 3-storey complex. Separate bathroom and laundry. Awkward floor plan. Similar location to the subject property. Overall inferior.
	9/24 Evans Avenue, Eastlakes	1	1	78 sq.m	Mar-19	\$605,000	\$7,756	A recently renovated apartment within an old red brick residential flat building complex. Located on the top floor. Presents in very good condition given its age. Comprises of separate internal laundry and a covered balcony. Similar location to the subject property.
	9/30 Barber Avenue, Eastlakes	1	1	70 sq.m	Mar-19	\$550,000	\$7,857	A recently renovated apartment within an old red brick residential flat building complex. Located on the second floor. Presents in very good condition given its age. Includes a covered balcony and a carport. Similar location to the subject property.
	11/39 Mascot Drive, Eastlakes	1	1	78 sq.m	Jan-19	\$610,000	\$7,821	An older style residential apartment within an old brick residential flat building. Presents in good condition for its age. Comprises of internal laundry within the bathroom and a balcony. Similar location to the subject property.

### Rental Evidence

In assessing the market rental for the residential apartments as part of our valuation calculations, we have had regard to: advertised asking rental prices for apartments in Eastlakes and surrounding suburbs from enquiries made with local agents.

We note that details of specific rental deals were unable to be provided to us by property agents because of privacy and confidentiality agreements typically entered into between the parties involved in a residential tenancy agreement. However, we provide below a selection of advertised asking rents in the local market overleaf.



Photo	Address	Beds	Baths	Car	Rent (\$/wk)	Comment
	170A Bay Street, Pagewood	0	1	0	\$460	Studio granny flat, inclusive of utilities. Newly renovated with good quality finishes. Slightly superior location. No car.
	103/791-795 Botany Rd, Rosebery	0	1	0	\$460	Modern larger studio apartment, with semi-closed bedroom. Good quality finishes. Superior location. No car.
	102/3 Wyndham Street, Alexandria	0	1	0	\$500	New modern studio apartment with high quality finishes. Far superior location. No car.
	11/2 Maloney Street, Eastlakes	1	1	1	\$350	Older style apartment with dated, poor quality finishes.
	5/23 Mascot Drive, Eastlakes	1	1	1	\$410	Fully renovated with modern interiors. Located within an older building.
	2/7 Mascot Drive, Eastlakes	1	1	1	\$360	Older style apartment with dated style of finishes but very good condition for its age.
	204/619-629 Gardeners Road, Mascot	1	1	1	\$580	Modern apartment in a newer complex. Superior location in Mascot.
	122/3-9 Church Avenue, Mascot	1	1	1	\$560	Circa. 8-10 year old apartment with good quality finishes in good condition for its age. Superior location in Mascot.
	12/285 Gardeners Road, Eastlakes	2	1	1	\$500	Older style apartment with dated style of finishes but very good condition for its age. Only one (1) bathroom.
	22/68 Mascot Drive, Eastlakes	2	1	1	\$490	Older style apartment with dated style of finishes in average condition for its age. Only one (1) bathroom.
	1 Finch Drive, Pagewood	2	2	1	\$670	New Meriton development. Good quality finishes and strong level of amenity (gym, pool, etc). Superior location.



### Calculations - Direct Comparison

In assessing the ARH apartment values, we have assessed the apartments on the basis of market value (without ARH covenants) given the lack of ARH apartment sales in the locality and discounted them by 20%. This discount is based on our research across the broader Sydney market is standard discount applied by purchasers.

A summary of our calculations follows:

Type	No. Units	Average Unit Value	Total Value	Average ARH Value	Total ARH Value
Studio (1 car)	4	\$475,000	\$1,900,000	\$380,000	\$1,520,000
1 Bedroom (1 car)	2	\$575,000	\$1,150,000	\$460,000	\$920,000
2 Bedroom (1 car)	1	\$700,000	\$700,000	\$560,000	\$560,000
<b>Total</b>	<b>7</b>	<b>\$535,714</b>	<b>\$3,750,000</b>	<b>\$428,571</b>	<b>\$3,000,000</b>
Discount for Affordable Housing	20%	<b>-\$107,143</b>	<b>-\$750,000</b>		
<b>Total (Adjusted)</b>		<b>\$428,571</b>	<b>\$3,000,000</b>		

We have adopted a total cumulative apartment value (without ARH covenants) of **\$3,750,000**, which has been discounted to an adopted ARH value of **\$3,000,000**.

### Calculations – Capitalisation of Rental Income

As a secondary method, we have assessed the value of the ARH apartments on the basis that they are required to be managed by a community housing provider and leased for 20% below the market rent for similar apartments.

We have applied a **gross market yield of 4.25%** to the discounted rent, in line with the residential apartment investment market expected for an apartment restricted by an Affordable Housing covenant.

A summary of our calculations follows:

Type	No. Units	Market Rent (\$/unit/wk)	Discounted Rent (AH - \$/wk)	Discounted Rent (AH - \$ p.a.)	Total AH Unit Value	Ave. AH Unit Value
Studio (1 car)	4	\$375	\$300	\$62,400	\$1,468,235	\$367,059
1 Bedroom (1 car)	2	\$475	\$380	\$39,520	\$929,882	\$464,941
2 Bedroom (1 car)	1	\$575	\$460	\$23,920	\$562,824	\$562,824
<b>Total</b>	<b>7</b>	<b>\$432</b>	<b>\$346</b>	<b>\$125,840</b>	<b>\$2,960,941</b>	<b>\$422,992</b>

The total value of the ARH apartments reflected in our Capitalisation of Rental Income approach is \$2,950,000 (rounded) which broadly supports our direct comparison calculations.



### Calculations – Summary

Based on our two (2) basis of valuation, we have adopted the following ARH apartment values and in turn, total ARH contribution value.

Type	No. Units	Average ARH Value	Total ARH Value
Studio (1 car)	4	\$380,000	\$1,520,000
1 Bedroom (1 car)	2	\$460,000	\$920,000
2 Bedroom (1 car)	1	\$560,000	\$560,000
<b>Total</b>	<b>7</b>	<b>\$428,571</b>	<b>\$3,000,000</b>

We have adopted a total ARH contribution value of **\$3,000,000**.

### Conclusion

In conclusion, we have assessed the ARH contribution value based on seven (7) ARH apartments (being 4 x studios, 2 x 1 bedroom and 1 x 2 bedroom apartments) to be **\$3,000,000**.

If you have any questions please don't hesitate to contact me at (02) 8233 7616 or [csakr@urbis.com.au](mailto:csakr@urbis.com.au).

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Sakr", with a stylized flourish underneath.

Chehade Sakr  
Senior Valuer

## Council Meeting

11/12/2019

Item No	8.10
Subject	<b>Draft Submission - Place Based Infrastructure Compact Model</b>
Report by	Michael McCabe, Director City Futures
File	F16/793

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## Summary

The Greater Sydney Commission has released a discussion paper on a Place-based Infrastructure Compact (PIC) Pilot that was undertaken in Greater Parramatta and the Olympic Peninsula (GPOP) region. The PIC aims to identify what infrastructure and services are needed in a place before it can grow and help understand who should contribute to paying.

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## Officer Recommendation

That Council delegates to the General Manager the making of a submission to the Greater Sydney Commission which includes:

- 1 Support for the development and use of the Place-based Infrastructure Compact (PIC) model to align growth with the delivery of infrastructure through a sequencing plan.
  - 2 Suggestions that:
    - 2.1 councils should be elevated to a PIC Partner alongside government agencies and utility providers; and
    - 2.2 sequencing plans should be implemented through Council's local strategic planning statements.
- 

## Background

The Greater Sydney Commission has released a discussion paper on a Place-based Infrastructure Compact (PIC) model that was piloted in the GPOP area, the fastest growing area in Greater Sydney. The discussion paper is included at **Attachment 1** and the feedback period closes 18 December 2019.

The PIC model aims to provide certainty that planning and investment in high transformation areas happens in the right way, in the right place and at the right time. It also brings together all the elements of what makes a great place (how well connected and walkable a place is, how close jobs, local parks, shops and services are, how long it takes to get from A to B and how well located the schools and health services are) so that through the coordination of land use planning and planning for infrastructure and services great places are created.

The PIC model brings together government agencies, utility providers and local councils to consider what infrastructure and services are needed in a "place" before it can grow and who should be contributing to the cost of infrastructure and services.

The PIC model has three main components:

- 1 A collaborative approach across government agencies, utility providers and local councils.
- 2 A six-step method integrating housing and job growth forecasts with the infrastructure needed to support them.
- 3 A digital and data tool to collect and help analyse a broad range of information from different sources.

The six-step method is as follows:

- 1 Setting the vision and place outcomes, developing different scenarios and forecasting land use changes over 10, 20 and 40 years.
- 2 Identifying infrastructure needs and estimated cost by precincts under each of the scenarios.
- 3 Evaluating the costs and benefits to identify a preferred scenario/s and ordering precincts for growth.
- 4 Refining infrastructure proposals and prioritising funding through a Strategic Business Case.
- 5 Implementing the PIC and Strategic Business case through the land use planning system and NSW Budget processes.
- 6 Monitoring and keeping the PIC up-to-date.

Critical questions that were posed included:

- Where and when can homes and jobs grow?
- Can existing infrastructure be extended or improved, or is new investment needed?
- How much will it cost?
- How could it be funded?
- When should it be delivered?

Overall the findings of the PIC Pilot are:

- 1 Places should be well planned, with a coordinated approach to funding and delivering services and infrastructure aimed at enhancing liveability, productivity and sustainability for local communities.
- 2 There should be more targeted investment in services and infrastructure to maximise utilisation by communities while avoiding ad-hoc demands that are unlikely to be met in a timely way.
- 3 Market demand should be met in a number of strategically selected precincts rather than trying to facilitate growth everywhere.

These findings are relevant to Bayside, with a forecast demand for 28,000 dwellings by 2036. The key findings from the PIC pilot align with a number of Planning Priorities and Actions identified in the draft Bayside Local Strategic Planning Statement (LSPS). This includes the following:

- Planning Priority 1 – Align land use planning and transport infrastructure planning to support the growth of Bayside.
- Planning Priority 2 – Align land use planning with the delivery and management of assets by bayside Council to support our community.
- Planning Priority 12 – Delivering an integrated land use and a 30 minute city.

The draft Bayside LSPS identifies localities for urban growth in the short, medium and long term, with access to good public transport a key priority in determining those areas. The Bayside Local Housing Strategy, to be finalised in 2020, will provide more detailed information on dwelling numbers and potential areas for growth.

Whilst Council has an understanding of local infrastructure demand and contributions, this is only part of the infrastructure and services required to deliver a great place that is a well-

connected and walkable, close to jobs, local parks, shops and services and is well located to schools and health services and serviced by good public transport.

The use of the PIC model would be useful in the future planning of Bayside as it would enable early consideration of infrastructure and services provision in the strategic planning processes. The findings can then be included in the Bayside LSPS, which in turn is a matter for consideration in the assessment of planning proposals, thereby ensuring development occurs in a sequential manner instead of through ad-hoc planning proposals. The local infrastructure contributions can also be reviewed with a better understanding of sequencing of development to ensure local infrastructure is provided in a timely manner.

It is noted that the discussion paper references collaboration with councils in identifying necessary infrastructure, however, local government is not identified in the list of “partners” in the PIC model, only being consulted to provide “valuable local insights and expertise with respect to key steps”. Considering that nine per cent of the cost of required infrastructure was identified as being contributed by “other” which includes through local infrastructure contributions, local government rates, special rates and direct developer provision, it is considered essential that Councils also be identified as a PIC Partner.

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## Community Engagement

Not applicable.

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## Attachments

Place-based Infrastructure Compact Discussion Paper [↓](#)



Greater Sydney  
Commission



# A City Supported by Infrastructure

Place-based Infrastructure Compact Pilot

Draft for feedback

November 2019



Greater Sydney Commission | A City Supported by Infrastructure

## Chief Commissioner's Message

Lucy Turnbull AO  
Chief Commissioner



Every successful city must have a vision for the future, and a plan for how to achieve it. The Greater Sydney Region Plan – *A Metropolis of Three Cities* (the Region Plan) responds to Greater Sydney's future need for housing, jobs, quality of life and a sustainable environment with a transformative vision for the Metropolis.

Fundamental to achieving this, and a critical issue raised by the community and the development industry during the Region Plan's development, is aligning growth with the timely delivery of infrastructure and services. That alignment is central to the Greater Sydney Commission's (the Commission) work in delivering the Region Plan.

The Commission, with more than 20 NSW Government partners, has created a new collaborative model: the Place-based Infrastructure Compact, or PIC. The PIC, unprecedented as a strategic planning tool, sets a course for the future growth of our city through the lens of place-based planning. It provides a deeper understanding of how to sequence growth in housing and jobs with the delivery of infrastructure and prioritises the delivery of great places to live, work and play.

Developing a PIC brings together government agencies and utility providers to examine an area's forecast growth under a range of possible scenarios; to inform where and when growth should occur and to identify the infrastructure needed to support it and when it is needed. Having piloted the PIC model in Greater Parramatta and the Olympic Peninsula (GPOP) we've produced this draft Paper for feedback.

We chose GPOP because of the outstanding opportunity it provides to get the best outcomes for a standout region of Greater Sydney. GPOP is experiencing unprecedented levels of job and housing growth and investment in city-shaping infrastructure. With GPOP's advancement as Greater Sydney's connected unifying heart, it plays a critical role in rebalancing growth and opportunity across the Metropolis, so these benefits can be realised for all residents and businesses.

The new PIC model will greatly help to deliver quality outcomes for people who live, work, play, shop, access services or do business in GPOP, now and into the future. For the people of Greater Sydney more broadly, it will mean more orderly and coordinated growth in the right places supported by affordable infrastructure at the right time. For industry, it will mean greater certainty for investment.

Collaboration is at the heart of everything we do at the Commission. Over the coming weeks we will be consulting with the community, councils and industry on the new PIC model and the Pilot in GPOP through this draft Paper. We'll then make our recommendations to the NSW Government for its consideration and public response. To give us your feedback, go to [www.greater.sydney](http://www.greater.sydney)

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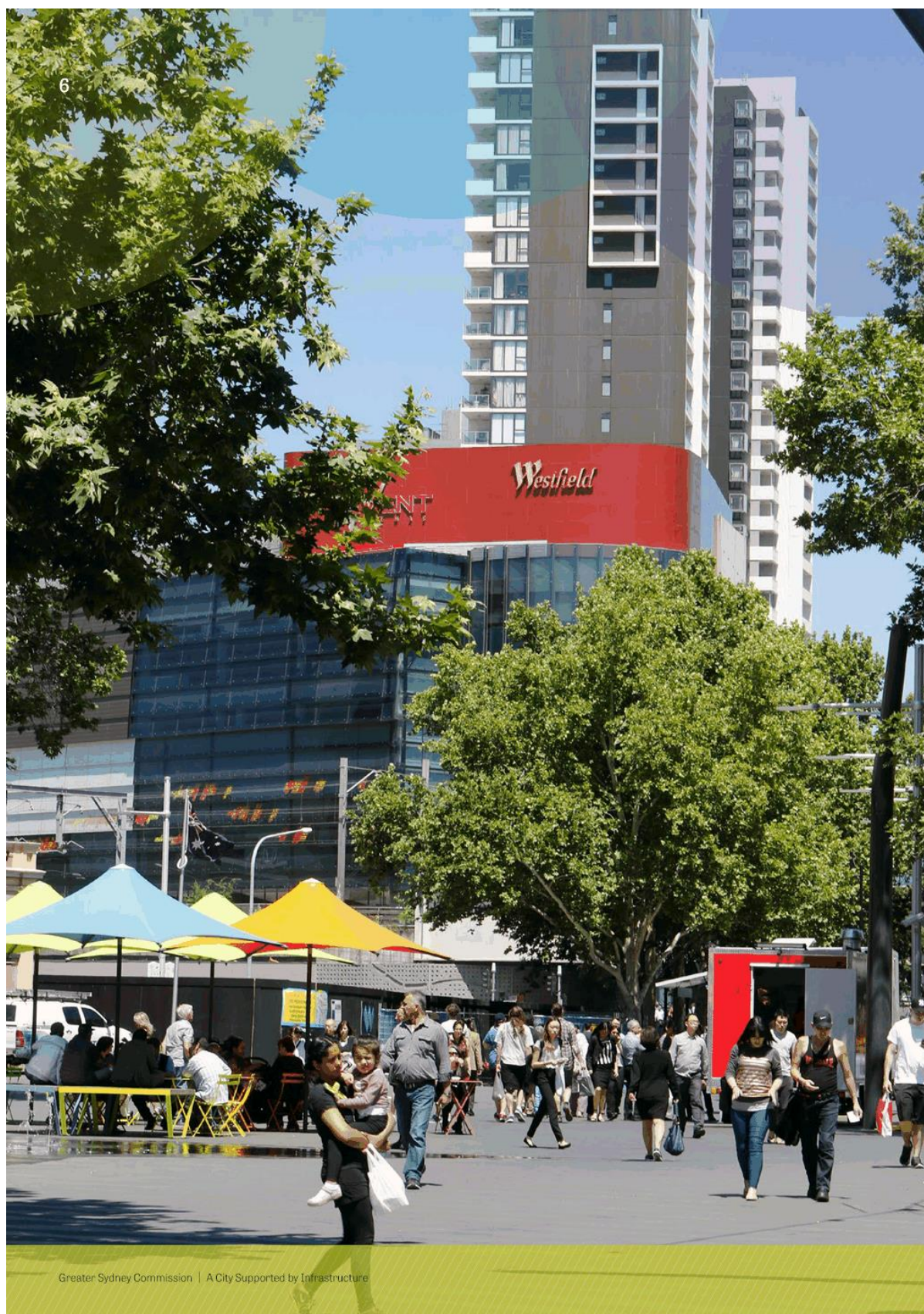
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## Acknowledgement of Country

The Greater Sydney Commission acknowledges the traditional owners of the lands that include Greater Parramatta and the Olympic Peninsula and the living culture of these lands. The Commission recognises that the traditional owners have occupied and cared for this Country over countless generations and celebrates their continuing contribution to the life of Greater Sydney.





# Executive Summary

A key message we heard from Sydneysiders as we prepared the Greater Sydney Region Plan – *A Metropolis of Three Cities* was that new jobs and homes needed to support our growing city must be created in an orderly way, in the right places, at the right time.

This is what sparked the idea of a Place-based Infrastructure Compact (PIC): a strategic planning model that looks holistically at a place to better align growth with the provision of infrastructure.

The idea emerged from the Greater Sydney Commission's Infrastructure Delivery Committee (the Committee) in response to the Minister for Planning's call for 'game changers' for Greater Sydney.

The Committee comprises the Greater Sydney Commissioners; Secretaries of the Department of Premier and Cabinet; the Department of Planning, Industry and Environment; the NSW Treasury; Transport for NSW; NSW Health; the Department of Education; and the Chief Executive Officers of the Greater Sydney Commission and Infrastructure NSW.

After considering more than 90 'game changers', the Committee decided to focus instead on a single 'game changer': an innovative new model to be piloted in Greater Parramatta and the Olympic Peninsula (GPOP). Originally called the Growth Infrastructure Compact (GIC), the tool quickly evolved into the Place-based Infrastructure Compact (PIC), recognising the primary significance of place in achieving liveability, productivity and sustainability.

Collectively, the Committee members resolved to develop the PIC and to pilot it in GPOP. Everyone recognised that in order to create more liveable places and build more community trust in the planning system, growth needs to be better aligned with the timely provision of infrastructure.

## GPOP – The place for the PIC Pilot

GPOP is located at the heart of the Central City, itself in the geographic heart of Greater Sydney. It is being transformed with unprecedented levels of public and private investment.

It is vitally important that current and future residents and workers, and more widely the people of Greater Sydney, obtain the best possible benefit from this investment.

Already one of the fastest growing areas in Greater Sydney, GPOP will continue to be a major generator of new jobs and housing in the future. The Central City District has Greater Sydney's highest target for new homes – an additional 207,500 by 2036. Much of this growth is expected to happen in GPOP.

GPOP is set to benefit from city-shaping investment by the NSW Government in projects including a new metro, light rail, hospital redevelopment, a museum, motorway and stadium. These projects must be paired with the full range of services and infrastructure needed to make great places for people.

Just as important to the community, and critical for the attraction of industry and jobs, is more localised infrastructure such as green open space, schools, community health centres and clean waterways.

For GPOP to reach its potential it must become more liveable, productive and sustainable as it grows. Achieving this is only possible if:

- growth is sequenced in a logical way
- infrastructure is provided when it is needed
- great places are created to support the needs of residents, workers and visitors
- opportunities for all involved in making cities are maximised.



## 8 Executive Summary

### Applying the new model

The PIC is a new collaborative model that looks holistically at a place to identify the most cost-effective sequencing for growth aligned with the provision of infrastructure.

It is designed to support the NSW Government's decision-making processes and to provide guidance to regional and district planning, which then informs local planning.

In the GPOP pilot, the PIC model was used to explore the growth potential of 26 precincts under four future scenarios:

**Scenario 1 – 'Existing':** GPOP evolves on a more suburban trajectory beyond Parramatta CBD and Sydney Olympic Park in line with current land use plans and light rail from Westmead to Parramatta CBD and Carlingford.

**Scenario 2 – 'Incremental':** GPOP transitions to better connectivity and places, with some land use changes around light rail from Westmead to Parramatta CBD and Carlingford.

**Scenario 3 – 'Transformative':** GPOP undergoes a step change in connectivity and becomes a 30-minute city. This will require some land use change around new metro stations, a new light rail line through Ermington and Melrose Park across the Parramatta River to Wentworth Point, Sydney Olympic Park and Carter Street, and relief on the T1 rail line from Granville to Strathfield.

**Scenario 4 – 'Visionary':** The Central City experiences a step change in great places and becomes a 30-minute city. This scenario largely follows Scenario 3 but with the addition of new metro lines connecting Greater Parramatta to the north-east, north-west, south and west, as well as a globally significant Westmead Innovation District, new social and cultural experiences at Sydney Olympic Park, a completed 'Green Grid' and sustainable water sources for irrigation.

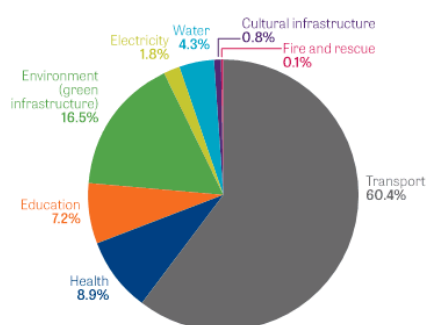
The 18-month PIC Pilot started by identifying 10-, 20- and 40-year forecasts for population, dwellings and jobs under each of the four scenarios.

All the necessary infrastructure was then identified with the relevant agencies, utility providers and, on some aspects, local councils. Costs as well as potential sources of funding were estimated for each of the 26 precincts.

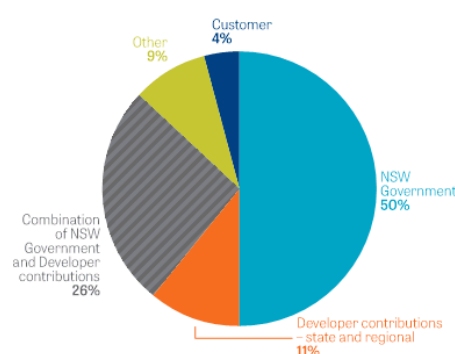
Finally, the scenarios were evaluated to identify the most cost-effective way to sequence growth in each of the 26 precincts across GPOP under the most beneficial scenarios.

The PIC Pilot and subsequent draft Strategic Business Case produced five key findings. These were:

**Figure 1:** Proportion of capital costs by sector apportioned to GPOP – 20 years



**Figure 2:** Identified funding source for capital costs apportioned to GPOP – 20 years



1 Figures 1, 2, 3 report analysis for the 'Transformative' Scenario 3

2 For examples of funding sources and infrastructure included in each category refer to the key concept on page 39.



**Finding 1:** The 'Transformative' Scenario 3 and 'Visionary' Scenario 4 for GPOP delivered the greatest liveability, productivity and sustainability benefits, and these outweighed the costs. These scenarios delivered around double the net benefits of the 'Incremental' Scenario 2.

**Finding 2:** Great places need a wide range of social, economic and environmental infrastructure such as trees, parks, schools and health facilities. Public transport and roads accounted for 60 per cent of infrastructure costs in GPOP but these are key to the Central City becoming a 30-minute city (see Figure 1).

**Finding 3:** The scale of necessary infrastructure requires a clear and upfront understanding of costs, and of who should be contributing to them, in order to guide better decisions and achieve the most effective use of resources (see Figure 2).

**Finding 4:** The cost of delivering new homes and jobs varies across the 26 precincts in GPOP, owing to differing local conditions and levels of existing infrastructure. The cost of accommodating a new resident or job varied from under \$50,000 in some precincts to more than \$100,000 in others (see Figure 3).

**Finding 5:** If all recent and proposed land-use changes in GPOP were to happen in the near term, it would not be possible to fund all the necessary infrastructure at the same time. Growth must be sequenced to meet market demand,

but it must not outpace the NSW Government's capacity to fund services and infrastructure.

Overall, the PIC Pilot demonstrated that in order to better align growth with the provision of infrastructure, greater focus should be placed on realising the potential of selected precincts in GPOP before moving on to others. This would ensure that these places receive the appropriate range of services and infrastructure at the right time.

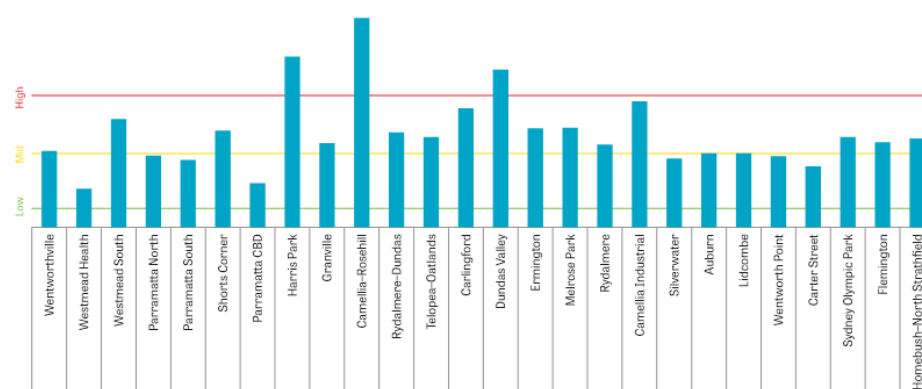
This is consistent with Objective 2 of the Region Plan and Planning Priority C1, C7 and C8 of the Central City District Plan.

Building on the findings of the PIC Pilot, a draft Strategic Business Case was also prepared by Infrastructure NSW, consistent with Recommendation 1 of the State Infrastructure Strategy: Building Momentum 2018–2038.

Drawing on the proposed high-level sequencing of precincts from the PIC Pilot, it proposes 10-year service and infrastructure priorities to respond to current, emerging and future needs within the NSW Government's affordability limits.

These infrastructure priorities are subject to the finalisation of business cases and investment decisions through NSW Budget processes to ensure that they are affordable and are value for money.

**Figure 3:** Comparative costs of accommodating a new resident or job in GPOP's 26 precincts – 20 years



## 10 Executive Summary

### Proposed actions for GPOP

The collaborative and evidence-based PIC Pilot and draft Strategic Business Case has informed the five proposed actions for GPOP outlined in this Paper.

The first three proposed actions from the PIC Pilot identify the high-level sequencing of the 26 precincts in GPOP, as shown in Figure 4.

These are intended to inform the next iteration of district planning and subsequent local planning processes.

While they propose more orderly sequencing of land use changes to unlock new growth aligned with the provision of infrastructure, we acknowledge that GPOP is already a dynamic place with new development underway.

There are many places where growth can occur under current land use zones and controls or with some adjustments. This process needs to be continuously monitored to inform service and infrastructure planning.

**Proposed action 1: Sequencing Plan – Phase 1: Focus on precincts where growth can be aligned with already committed infrastructure to support job creation and new development.**

The suggested priority areas in Phase 1 are:

- Parramatta (CBD, North and South), Westmead (Health and South) and Wentworthville Precincts
- Rydalmere to Carlingford Precincts
- Wentworth Point and Carter Street Precincts

These were assessed as being strategic precincts to facilitate development and land use changes aligned with investment in services and infrastructure. They were found to be more cost-effective than other precincts in GPOP.

**Proposed action 2: Sequencing Plan – Phase 2: Focus on aligning growth with future city-shaping infrastructure.**

The suggested priority areas in Phase 2 are:

- Sydney Olympic Park Precinct
- Homebush-North Strathfield Precinct
- Melrose Park and Ermington Precincts
- Granville, Auburn, Lidcombe and Flemington Precincts

The development of these precincts was assessed to be more effective when sequenced after Phase 1 to allow for coordination with Sydney Metro West and the proposed Parramatta Light Rail Stage 2, which would support them.

This support could be direct, with new stations or stops, and indirect, with more trains stopping at local centres on the existing T1 rail line between Granville and Strathfield.

A review of the Sydney Olympic Park Master Plan (2018) would be needed to unlock new potential enabled by a new metro station and potential light rail stops.

Development in these precincts can continue under current planning controls, or consistent with District Plans and the Parramatta Road Corridor Urban Transformation Strategy, and may be reviewed over time.

**Proposed action 3: Support existing uses in the remaining precincts across GPOP and review their potential over time.**

This proposed action supports existing uses in the remaining precincts for a range of strategic reasons, including the relatively higher costs of accommodating a new resident or job in the precinct and/or local environmental constraints.

These precincts include:

- Harris Park, Dundas Valley and the Shorts Corner Precincts
- Rydalmere, Camellia Industrial, Auburn, Lidcombe and Silverwater Precincts
- Camellia-Rosehill Precinct

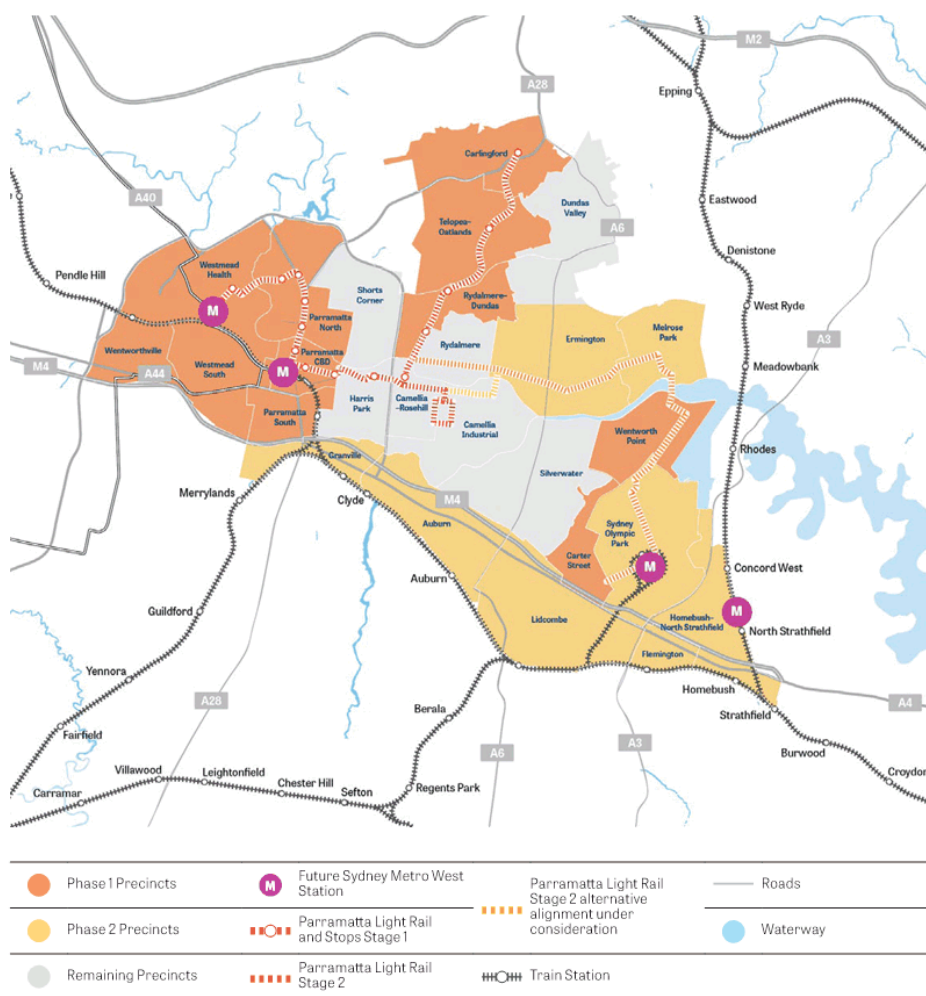
Development in these precincts can continue under current land use zones and controls, or with some adjustments, and may be reviewed over time.

Subject to the NSW Government's adoption of the PIC Pilot, its findings and proposed actions, the approach to the draft Camellia Town Centre Master Plan (2018), which proposes a change of use to accommodate new housing and a new local centre, would need to be reconsidered.

The final two proposed actions are from the draft SBC. These actions recognise current and emerging pressures across GPOP, as well as the need to transition to the proposed high-level sequencing plan from the PIC.

These priorities are intended to inform the capital investment plans and budget processes of NSW Government agencies.

**Figure 4:** Proposed high-level sequencing plan



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### Proposed action 4: Short-term infrastructure priorities for GPOP – investigate to support demand across all the 26 precincts.

These priorities have been identified for the next five years plus to support current and emerging demand across all the 26 precincts of GPOP, recognising it as a dynamic place with development underway and in the pipeline (see Table 1).

The priorities include environment, water, culture, education, health, housing, justice and transport, and are additional to infrastructure already in planning,

development or delivery. They remain subject to further planning work and subsequent government investment decisions.

The draft Strategic Business Case recognises investment is needed to address demands that have arisen from sustained growth over the past five years and the pipeline of approved development across the 26 precincts in GPOP.

This investment will benefit the GPOP community as a whole while providing a foundation for investment in the priority areas identified in Phase 1.

**Table 1:** Proposals across GPOP – Subject to further investigation and funding decisions

Sector	Proposals
<b>Environment and water</b> (Green/blue infrastructure)	<ul style="list-style-type: none"> <li>• Parramatta Park upgrades for the Bowling Greens Precinct and the Gardens Precinct</li> <li>• New and upgraded Green Grid links and urban tree cover at Sydney Olympic Park</li> <li>• New tree canopy at school sites across GPOP</li> </ul>
<b>Cultural infrastructure</b>	<ul style="list-style-type: none"> <li>• Joint-use cultural facilities at selected GPOP schools</li> <li>• New arts and cultural facilities for Parramatta Artist Studios and Gallery, Parramatta Digital and Performance Centre</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>• New High School for Sydney Olympic Park and surrounds</li> <li>• Redevelopment at Pendle Hill High School</li> <li>• Primary and Secondary School proposals servicing:               <ul style="list-style-type: none"> <li>– Wentworthville Precinct</li> <li>– Granville Precinct</li> <li>– Melrose Park Precinct</li> <li>– Wentworth Point Precinct</li> <li>– Carlingford Precinct</li> <li>– Westmead South Precinct</li> <li>– Sydney Olympic Park Precinct</li> </ul> </li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>• Social housing renewal / expansion at Ermington and Melrose Park</li> </ul>
<b>Justice</b>	<ul style="list-style-type: none"> <li>• Parramatta Justice Precinct Master Planning and Expansion</li> <li>• Police Station upgrades for Ermington and Granville</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Bus route and corridor improvements for Victoria Road and Parramatta to Macquarie Park</li> <li>• Active transport improvements               <ul style="list-style-type: none"> <li>– crossings of T9 Northern line</li> <li>– north-south regional cycleway at Granville</li> <li>– connection improvements along sections of Parramatta Light Rail Stage 1 corridor</li> </ul> </li> <li>• Future road and transport upgrades:               <ul style="list-style-type: none"> <li>– On approach to Parramatta CBD along Church Street, Cumberland Highway, Great Western Highway and Windsor Road</li> <li>– Parramatta Road and James Ruse Drive</li> <li>– Parramatta Outer Ring Road upgrade investigation</li> </ul> </li> <li>• Travel demand management: technology solutions including on-demand travel</li> </ul>

**Proposed action 5: Short-to-medium-term infrastructure priorities for Sequencing Plan – Phase 1.**

These infrastructure priorities have been identified for the next five to 10 years plus to support the proposed Sequencing Plan – Phase 1 (see Table 2).

The priorities are additional to those already in planning, development or delivery. They remain subject to further planning work and subsequent government investment decisions.

**Table 2:** Proposals aligned to Phase 1 – Subject to further investigation and funding decisions

Sector	Proposals
<b>Environment and water</b> (Green/blue infrastructure)	<ul style="list-style-type: none"> <li>Parramatta Park upgrades:               <ul style="list-style-type: none"> <li>Biodiversity and Parramatta Riverbanks work</li> <li>Bridges over the Parramatta River</li> <li>Paddocks Precinct</li> <li>People's Loop</li> <li>Wisteria Gardens</li> </ul> </li> <li>Recycled water network for new homes, businesses and open space</li> <li>Resource recovery facility to provide recycled water</li> </ul>
<b>Cultural infrastructure</b>	<ul style="list-style-type: none"> <li>Parramatta Indigenous Centre for STEM Excellence</li> <li>Contribution to library expansions at Ermington and Telopea</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>Primary and Secondary School proposals servicing:               <ul style="list-style-type: none"> <li>Wentworthville Precinct</li> <li>Shorts Corner Precinct</li> <li>Carlingford Precinct</li> <li>Telopea-Oatlands Precinct</li> <li>Westmead Health Precinct</li> <li>Carter Street Precinct</li> </ul> </li> </ul>
<b>Health</b>	<ul style="list-style-type: none"> <li>Integrated Mental Health Complex at Westmead</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>Social housing renewal / expansion at:               <ul style="list-style-type: none"> <li>Carlingford</li> <li>Parramatta North</li> <li>Rydalmere-Dundas</li> <li>Westmead South</li> <li>Westmead Health</li> <li>Wentworthville</li> </ul> </li> </ul>
<b>Justice</b>	<ul style="list-style-type: none"> <li>Fire Station upgrades at:               <ul style="list-style-type: none"> <li>Wentworthville</li> <li>Rydalmere</li> </ul> </li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>Bus route and corridor improvements:               <ul style="list-style-type: none"> <li>Public transport priority improvements along Church Street in Parramatta South on approach to Parramatta CBD</li> <li>Parramatta to Macquarie Park via Epping</li> <li>Parramatta Road</li> <li>Parramatta to Castle Hill</li> </ul> </li> <li>Transport interchange upgrades at Parramatta CBD and Westmead Station</li> <li>Active transport improvements:               <ul style="list-style-type: none"> <li>Pedestrian bridge over Hill Road</li> <li>Cycleway improvements between Westmead and Parramatta North on approach to Parramatta CBD</li> </ul> </li> <li>Travel demand management: technology solutions including on-demand travel</li> </ul>

## 14 Executive Summary

### Where to from here?

Your feedback on the PIC and on the findings and proposed actions from the PIC Pilot will be incorporated in the Commission's recommendations to the NSW Government for its consideration and response.

We will present our recommendations in mid 2020. Detailed questions for feedback are provided throughout this Paper.

Subject to the Government's acceptance, it is intended that the PIC Pilot and draft Strategic Business Case for GPOP would be implemented through:

- amendments to the relevant strategic and statutory plans, with further community consultation
- finalisation of business cases for State agencies capital investment plans and NSW Budget processes
- ongoing monitoring of development, land use and infrastructure decisions to ensure the effectiveness of the PIC as a decision-making support tool.

Your feedback will help the Commission to improve the PIC and identify other areas in Greater Sydney where the model could help the NSW Government in its decision-making processes.

More PICs in high-transformation areas in Greater Sydney using the same method would provide a basis for comparative analysis.

Incorporating this information into the Government's strategic planning will help identify areas where growth can be supported most cost-effectively with infrastructure, while creating great places for people.

By providing greater certainty and better coordination, this approach will benefit the community, businesses and industry.

See page 58 for details on how you can provide your feedback.



# 1 Introduction

Greater Sydney's future is being guided by new strategic plans for our city to flourish as a more liveable, productive and sustainable metropolis of three cities: the Eastern Harbour City, Central River City and Western Parkland City.

The Greater Sydney Region Plan – *A Metropolis of Three Cities*, was developed by the Greater Sydney Commission (the Commission) concurrently with Infrastructure NSW's *State Infrastructure Strategy 2018–2038: Building Momentum* and Transport for NSW's *Future Transport Strategy 2056*.

As Greater Sydney grows and becomes more complex, we need to find better ways of supporting growth with infrastructure in the right places and at the right time. This is critical to reassure the community and business that places are being planned and developed coherently and sustainably.

Better early planning, involving all the responsible agencies, will allow us to guide Greater Sydney's growth and deliver better outcomes for Sydneysiders.

It provides more certainty that infrastructure will support growth on a targeted basis, avoiding State agencies, utility providers and local councils trying to meet the demands of growth across an entire area brought about by ad-hoc development.

The Region Plan places the alignment of growth and infrastructure at the forefront: the first of its ten directions is 'A city supported by infrastructure', of which Objective 1 is 'Infrastructure supports the three cities'.

Planning decisions will need to support new infrastructure in each city – including environment and water (green/blue), culture, education, health, housing, justice and transport infrastructure – to balance population growth with infrastructure investment. At the same time, infrastructure decisions will need to support planning decisions.

Objective 2 of the Region Plan is 'Infrastructure aligns with forecast growth – growth infrastructure compacts'. The PIC Pilot trials a new way to realise this objective and responds to feedback received by the Commission that infrastructure is not keeping pace with jobs and housing growth, compromising liveability.

## 1.1 A new collaborative approach

In 2016, the then Minister for Planning asked the Commission to develop a list of city-shaping 'game changers' for Greater Sydney.

This task was led by the Commission's Infrastructure Delivery Committee, comprising of the Greater Sydney Commissioners; Secretaries of the Department of Premier and Cabinet; the Department of Planning, Industry and Environment; the NSW Treasury; Transport for NSW; NSW Health; the Department of Education; and the Chief Executive Officers of the Greater Sydney Commission and Infrastructure NSW.

### Place-based Infrastructure Compacts

The PIC is a highly collaborative model that looks holistically at a place to identify at a high level the most cost-effective sequencing for growth aligned with the provision of infrastructure over 10, 20 and 40 year periods.

The aims of a PIC, as set out in Objective 2 of *A Metropolis of Three Cities*, are to:

- model the growth potential of an area and explore scenarios for its long-term future

- encourage openness about the range of infrastructure and services needed to grow an area, the costs involved and how this could be feasibly funded
- stage growth by being selective about where, when and what to invest in to deliver successful areas
- make the roll-out of new areas more certain, cost-effective and easier to understand for investors, developers and the local community.



Key  
Concept

## 16 Introduction

The Infrastructure Delivery Committee, after assessing a list of more than 90 potential 'game changers', and having listened to feedback from Sydneysiders, jointly agreed to a single recommendation: a Growth Infrastructure Compact (GIC) to be piloted in GPOP.

The Commission collaborated with more than 20 State agencies and utility providers to develop the concept into the PIC, with local councils involved at various steps. This evolution to a PIC reflects the focus on achieving quality place-based outcomes with growth.

Alongside the PIC Pilot for GPOP, Infrastructure NSW prepared a draft Strategic Business Case. They are explained as key concepts on page 15 and page 17.

When the PIC model is applied in an area undergoing transformative change, it provides:

- clarity about where development could most effectively occur over time, and the implications for services and infrastructure
- clear directions for strategic places, to be considered in updates to District Plans, Local Strategic Planning Statements and in Local Environmental Plan (LEP) amendments
- information to assist in the assessment of Planning Proposals

- a more predictable framework to better utilise, plan, prioritise and fund services and infrastructure, and achieve more cost-effective use of resources
- coordinated and aligned activities across different levels of government with the opportunity for better integration
- better place outcomes for the community, industry and governments brought about by a collective understanding of the high-level sequencing of precincts and of infrastructure priorities.

The success of the new PIC model and its outcomes will ultimately be measured by the quality of places and their contribution to the liveability, sustainability and productivity of Greater Sydney and its communities.

### 1.2 Partners in the PIC Pilot

Driven by the Commission and Infrastructure NSW, the Pilot for GPOP has been developed with many partners who all contribute to city building. They include:

- Ausgrid and Endeavour Energy
- Create NSW
- the Department of Education and School Infrastructure NSW
- the Department of Justice, Fire and Rescue NSW, NSW Police Force



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- the Department of Planning and Environment
- the Department of Premier and Cabinet
- the Environmental Protection Authority
- the Land and Housing Corporation
- the Ministry of Health, Health Infrastructure and Western Sydney Local Health District
- the NSW Treasury
- the Office of Environment and Heritage
- the Office of Sport and Recreation
- the Office of the Government Architect and Parramatta Park Trust
- Property NSW
- Sydney Olympic Park Authority
- Sydney Water
- TAFE NSW
- Transport for NSW and Roads and Maritime Services
- Urban Growth Development Corporation NSW

The City of Parramatta Council and Cumberland Council have provided valuable local insights and expertise with respect to key steps in the PIC method, including scenario development and the green infrastructure assessment.

### 1.3 Structure of this Paper

This Paper is structured to outline:

- the reasons GPOP was selected as the place for the PIC Pilot (Section 2)
- the new PIC model and its method (Section 3)
- findings from the PIC Pilot for GPOP (Section 4)
- proposed actions for GPOP on the basis of the Pilot's findings (Section 5)
- how the PIC's proposed actions could be realised (Section 6)
- how you can give feedback on this new approach (Section 7).

#### Place-based Strategic Business Case

The Strategic Business Case for GPOP was identified in the *State Infrastructure Strategy 2018–2038: Building Momentum* to complement the PIC Pilot.

Building on the PIC's findings, a draft Strategic Business Case has been prepared by Infrastructure NSW on behalf of eight service and infrastructure delivery agencies.

In conjunction with the PIC, it aims to ensure the right infrastructure proposals are developed at the right time

and put forward for capital and NSW Budget prioritisation over a 10-year horizon.

The draft Strategic Business Case takes the infrastructure needs identified in the PIC and optimises and prioritises them in line with the high-level sequencing plan and within what the NSW Government can afford



Key  
Concept

<sup>2</sup> The names of NSW Government agencies are as at December 2018, prior to the Machinery of Government changes in mid 2019.

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## A 'game changing' idea

### 2016

Greater Parramatta Technical Coordination Group, chaired by the Chief Commissioner, identifies the city-shaping potential of land use and infrastructure decisions in GPOP. A bold new vision is prepared: *GPOP – Our true centre: the connected, unifying heart.*



### 2017

In response to the Minister's Priorities 2016-2018, the Greater Sydney Commission's Infrastructure Delivery Committee created under the *Greater Sydney Commission Act 2015* focuses on a single 'game changer', known as the Growth Infrastructure Compact (GIC) to be piloted in GPOP.

### 2018

Greater Sydney Region Plan, State Infrastructure Strategy and Future Transport 2056 released.

The Greater Sydney Commission leads the preparation of the GIC Pilot for GPOP with over 20 State agencies, utility providers, and local councils taking a 10-, 20- and 40-year view of the place.

The GIC evolved into the Place-Based Infrastructure Compact (PIC) to better reflect the need to focus on quality place-based outcome, with growth.

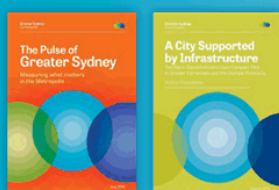


## 2019

Infrastructure NSW takes forward the findings of the PIC and leads the preparation of a draft Strategic Business Case for GPDP, focused on the 10-year service and infrastructure priorities for potential funding.

The Greater Sydney Commission releases the *Pulse of Greater Sydney: Measuring what matters in the Metropolis*, providing a monitoring and reporting framework for the PIC Pilot and draft Strategic Business Case.

The findings and proposed actions from the PIC Pilot and draft Strategic Business Case are released for feedback prior to the Commission making recommendations to the NSW Government for its consideration and public response.



### Tell us what you think

We are keen for your feedback and are particularly interested in your views on the following.

#### The new PIC model

- How well do you feel you understand the model?
- How could we improve the model? For example is there anything we missed?
- How could this model be used to help other places?
- How can community and industry better participate?

#### Key findings for GPDP

- What findings from GPDP do you agree with?
- Do you think there is anything else that could be considered?

#### Proposed actions for GPDP

- Do you understand why we need to sequence development in GPDP?
- Do you have feedback on the sequencing plan?
- What do you think about the service and infrastructure priorities?
- Have we missed anything?

#### Realising the PIC proposals

- How do we make sure the proposals from Place-based Infrastructure Compact are delivered?
- What level of transparency should there be around infrastructure planning and delivery in places undergoing significant change and growth?
- How can we keep you up to date with delivering the PIC proposals?

You can go to Section 7 for details on how you can tell us what you think.

Your feedback will help to inform the Commission's recommendations to the NSW Government, which we intend to present in mid 2020.

It will also help where and how to prepare future PICs in Greater Sydney to support the NSW Government in its decision-making processes.

## 2 The place for the PIC Pilot – GPOP

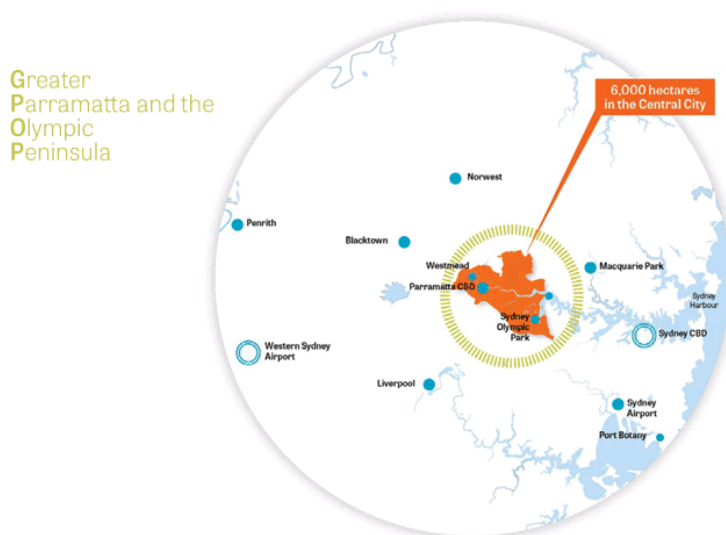
GPOP was chosen for the PIC Pilot because of the outstanding opportunity it provides to get the best outcomes for a highly dynamic place that is vital to the future success of Greater Sydney.

Sitting at the heart of the Central City, and at the geographic centre of Greater Sydney, GPOP is a 6,000-hectare urban renewal area that is home to over 190,000 people and generates more than 150,000 jobs (respectively 4.3 per cent and 7 per cent of Greater Sydney's total).

GPOP is already one the fastest growing areas in Greater Sydney. As outlined in the GPOP vision, it has all the right elements to be:

- a place of celebrated indigenous and colonial history, natural beauty and city-scale natural treasures – its river, its parklands and its landscapes
- a thriving, accessible and inclusive civic heart with its own diverse cultures
- a physical bridge for Greater Sydney whose renewal will help build a unified, coherent and integrated city: one Greater Sydney for all
- a jobs hub within reach of skilled workers, helping to address the deficit of skilled work opportunities in the west
- an attractive place to invest, already having the foundations to be a diverse 21st-century urban economy that can service the city's needs, its people and its enterprises.

**Figure 5:** The Pilot Area – Greater Parramatta and the Olympic Peninsula



## 2.1 Transformational growth

The Central City District, which GPOP is part of, has Greater Sydney's highest target for new homes – 207,500 by 2036, a 65 per cent increase from today.

Much of this growth is expected to happen in GPOP. In the 10 years to 2018, nearly 24,000 new dwellings were built in GPOP, accommodating more than 50,000 new residents and bringing the area's population to over 190,000 people.

More than half of this growth has been in the past three years, making GPOP one of the fastest-growing places in Greater Sydney.

With its diversity of industries and significant new investment, GPOP is well-placed to generate a share of the 817,000 new jobs Greater Sydney will need by 2036.

More than 28,000 new jobs were created in GPOP in the decade to 2016, representing almost six per cent of Greater Sydney's jobs growth in the same period, although it represents only three per cent of the city's urban area.

But GPOP can do even better in helping rebalance jobs and opportunities across Greater Sydney to achieve a 30-minute city.

Over the next 20 years, and with the right city-shaping infrastructure, GPOP could potentially generate around 100,000 jobs to add to the 150,000 jobs it has today.

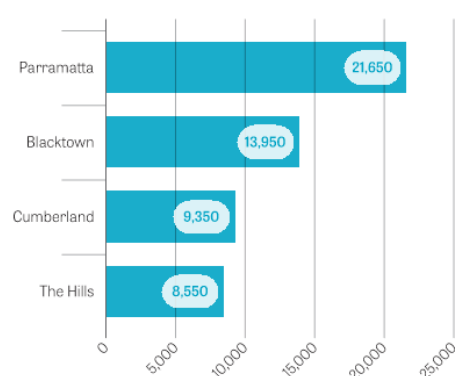
## 2.2 City shaping investment

Unparalleled public and private investment is already transforming GPOP and this will continue over the next decade.

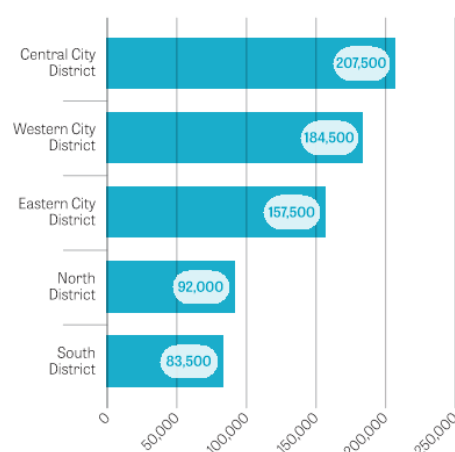
City-shaping projects now underway include:

- the \$1 billion Westmead Hospital and \$619 million Children's Hospital redevelopments at Westmead
- construction of the \$2.4 billion Parramatta Light Rail Stage 1 from Westmead to Parramatta CBD to Carlingford, via Camellia, with 16 accessible stops over 12 kilometres, offering a turn-up-and-go service seven days a week
- planning for the proposed Parramatta Light Rail Stage 2, comprising a further 10 kilometres of light rail and between 10 and 12 stops to link Stage 1 to Sydney Olympic Park via Ermington and Melrose Park
- \$6.4 billion committed to the new Sydney Metro West, linking the Central River City and the Eastern Harbour City. In GPOP stations are proposed at Westmead, Parramatta, Sydney Olympic Park and at North Strathfield
- \$645 million towards the new Powerhouse Precinct, to be built along the banks of the Parramatta River.

**Figure 6:** 5-year housing targets for Central City LGAs: 2016–2021

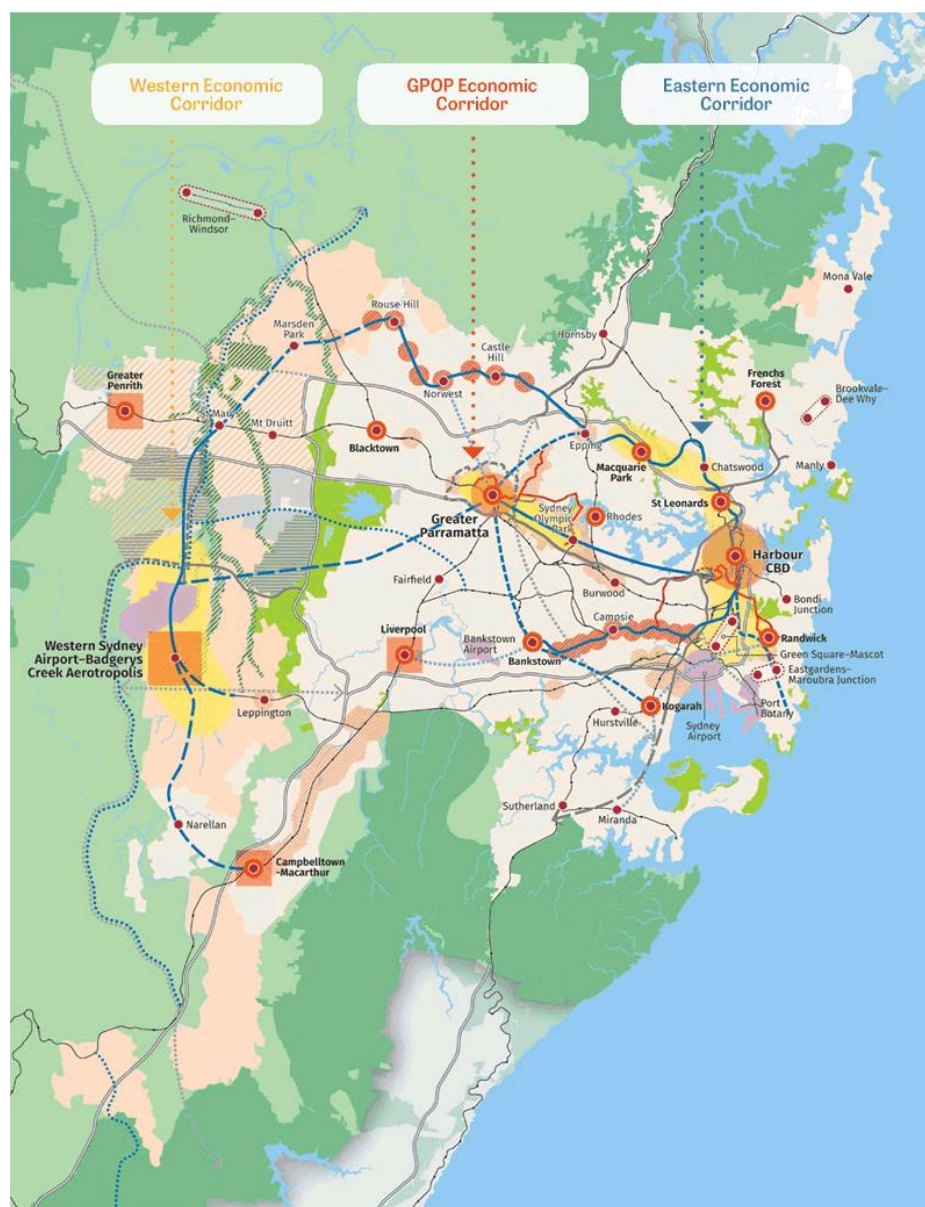


**Figure 7:** 20-year housing targets for Districts: 2016–2036



## 22 The place for the PIC Pilot – GPOP

**Figure 8:** The GPOP Economic Corridor to support rebalancing the distribution of jobs and opportunities across Greater Sydney



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- the newly-opened \$330 million Western Sydney Stadium (Bankwest Stadium), providing a new venue for sporting and entertainment events in the heart of Greater Sydney
- the now complete \$497 million WestConnex Stage 1a (M4 Widening from Parramatta to Homebush) and \$3.8 billion Stage 1b (M4 East – new M4 tunnels).

### 2.3 Diversity of economic activity

The diversity of industries and jobs is a key strength of GPOP, attracting interest and investment from universities, health services, sports institutes, business, developers and investors who see the area's potential.

Key employment sectors already in GPOP include public administration and safety, financial and insurances services, health care and social assistance, and retail.

The GPOP Economic Corridor, as identified in the Region Plan, is home to four major and distinct employment areas.

- **Parramatta CBD** – a metropolitan centre with growing commercial activity. Significant new investment in 'A Grade' office space is attracting public administration, finance, business services and tertiary education to the CBD.

- **Westmead Health and Education Precinct** – anchored by Westmead public and private hospitals, the University of Sydney, the Western Sydney University and several research institutions, this is the largest health precinct in the southern hemisphere.
- **Camellia–Rydalmere–Silverwater–Lidcombe–Auburn** – an industrial and urban services area spanning almost 700 hectares. It plays an essential role in supporting local employment, innovation, manufacturing, construction, energy and waste management.
- **Sydney Olympic Park** – an evolving mixed-use precinct, with modern, sustainable and flexible commercial office space. This precinct has a mix of leisure features distinctly different from the nearby Parramatta CBD or Macquarie Park.

#### A new investment prospectus

In recognition of GPOP's important contribution to the Greater Sydney and Australian economies and the job-creation prospects of Greater Sydney, the NSW Government has launched a new investment prospectus *Greater Parramatta and the Olympic Peninsula – The Future Made Here*.

The prospectus, a first for GPOP, is supported by a dedicated team committed to attracting innovative and energetic partners from here and overseas to help realise the GPOP vision.



## 3 The new PIC model

Developed with our partners in the Pilot, the new PIC model identified key findings and proposed actions for GPOP. They are outlined in Sections 4 and 5 of this Paper.

The PIC is a collaborative model that generates new insights to enable more effective decision-making about land use and infrastructure. It is designed to be scalable and repeatable in other high-transformation areas across Greater Sydney.

Explanations of the key concepts underpinning the PIC can be found throughout Section 4 of this Paper, where findings for GPOP are discussed.

While the development of the PIC marks a significant change in place-based planning, there is scope to continuously improve the model over time.

### 3.1 Understanding the three components of the model

Combining the expertise of service and infrastructure providers with the best data, information and methodology, the PIC considers:

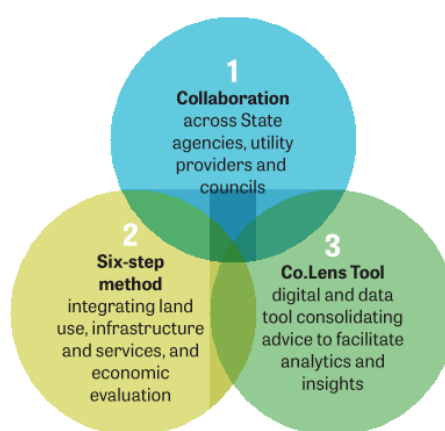
- the growth potential for a place under different scenarios
- the services, infrastructure and utilities that will be needed
- a place-based evaluation of costs and benefits focused on liveability, productivity and sustainability
- a high-level sequencing plan to better align growth and infrastructure
- affordable infrastructure priorities.

The PIC model developed in the Pilot has three interrelated components, as shown in Figure 9:

1. **A collaborative approach** across State agencies, utility providers and local councils
2. **A six-step method** integrating land use, infrastructure and economic evaluation (see Section 3.2)
3. **A digital and data tool** providing analytics and insights that are important in keeping the PIC dynamic and up-to-date (Section 3.3).

Importantly, the PIC should not be viewed as a 'black-box' type model intended to predict service and infrastructure needs for communities. Rather, it relies on people working together and sharing information.

Figure 9: The new PIC model



### 3.2 Unpacking the six-step method

The six-step PIC method that emerged from practical testing and application in the Pilot process is shown in Figure 10.

**Step 1:** Setting the vision and place outcomes, developing different scenarios and forecasting land use change for agreed horizons, i.e. 10, 20 and 40 years.

**Step 2:** Identifying infrastructure needs and estimated capital costs, and integrating them for precincts under each of the scenarios developed in Step 1.

**Step 3:** Evaluating the costs and benefits in order to identify a preferred scenario or scenarios and the high-level sequencing of precincts for more orderly development.

**Step 4:** Refining infrastructure proposals to align with the high-level sequencing of precincts and prioritisation for funding over 10 years through a Strategic Business Case.

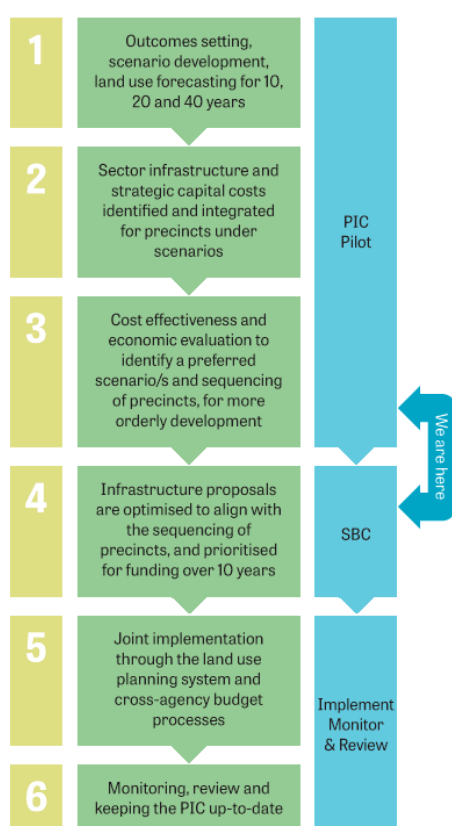
**Step 5:** Concurrent implementation of the PIC and Strategic Business Case through the land use planning system and NSW Budget processes.



**Step 6:** Monitoring development in the place and reviewing the PIC as market conditions, community preferences and policy decisions evolve.

The PIC method is directly linked to a place-based Strategic Business Case process, as shown in Figure 10.

**Figure 10:** The six-step method developed in the PIC Pilot



### 3.3 Using the Co.Lens tool

'Co.Lens' is the Commission's purpose-built tool that stores the data, information and advice generated through the PIC method.

The tool enables viewing, integration and analysis of inputs to the PIC Pilot. This includes population; dwelling and job forecasts; and service and infrastructure costings under each scenario and for each precinct, over 10, 20 and 40 year horizons.

The Co.Lens tool was essential to the delivery of the PIC Pilot, including the key findings and proposed actions in Sections 4 and 5 of this Paper.

The Pilot demonstrated the need for sophisticated digital and data methods to deliver Steps 1, 2 and 3 of the PIC method.

The tool has enabled detailed analysis of cost-effectiveness and funding source analysis as shown on pages 38 to 41.

It will have a critical role in the monitoring and review step of the PIC method, and in keeping the PIC dynamic and up-to-date.

Given the PIC is designed as an ongoing decision-making support tool for high transformation areas, it is critical that it is not applied with a 'set and forget' mindset.



#### Tell us what you think

- How well do you feel you understand the model?
- How could we improve the model? For example, is there anything we missed?
- How could this model be used to help other places?
- How can community and industry better participate?

See Section 7 on how you can provide your feedback to the Commission.

## 26 The new PIC model

## 3.4 Applying the PIC model to GPOP

**Step 1: Scenario development and land use forecasting**

Four scenarios were developed to enable us to compare alternative futures for GPOP. The scenarios offer varying levels of accessibility and amenity to support GPOP's growth. This modelling aligns with the visionary directions of the Commission's *Greater Sydney Region Plan*, Infrastructure NSW's *State Infrastructure Strategy 2018–2038: Building Momentum* and Transport for NSW's *Future Transport Strategy 2056*.

The scenarios recognise that to achieve GPOP's economic potential it will require investment in new transport connections. This must be complemented by investment in infrastructure such as green open space, schools, community health centres and clean waterways to create more liveable and sustainable places.

The following four scenarios were developed in the PIC Pilot (see Figure 13):

- **Scenario 1 – 'Existing':** *GPOP continues to evolve on a more suburban trajectory beyond Parramatta CBD and Sydney Olympic Park* in line with current land use plans and light rail from Westmead to Parramatta-CBD and Carlingford.
- **Scenario 2 – 'Incremental':** *GPOP transitions to better connectivity and places*, with some land use changes around the new light rail line from Westmead to Parramatta CBD and Carlingford.
- **Scenario 3 – 'Transformative':** *GPOP undergoes a step change in connectivity and becomes a 30-minute city.* This will require some land use change around the new metro stations, a new light rail line through Ermington and Melrose Park across the Parramatta River to Wentworth Point, Sydney Olympic Park and Carter Street, and relief on the T1 rail line from Granville to Strathfield.
- **Scenario 4 – 'Visionary':** *The Central City experiences a step change in great places and becomes a 30-minute city.* This scenario largely follows Scenario 3 but with the addition of new metro lines connecting Greater Parramatta to the north-east, north-west, south and west, as well as a globally significant Westmead Innovation District, new social and cultural experiences at Sydney Olympic Park, a completed 'Green Grid' and sustainable water sources for irrigation.

Population, dwelling and job forecasts over 10, 20 and 40 years were developed under each scenario, recognising that future levels of growth would likely be responsive to varying levels of public and private investment in GPOP. Figure 11 shows the range of dwelling and job forecasts for each scenario over 20 years.

The number of additional dwellings in GPOP ranges from 41,000 in 2036 under the 'Existing' Scenario 1 to 95,000 under the 'Visionary' Scenario 4. There were over 70,000 dwellings in GPOP in 2016, so these forecasts represent an increase of between 59 and 136 per cent over 20 years.

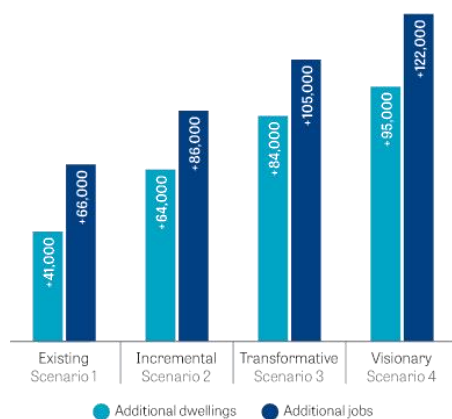
For jobs, the forecast ranged from an additional 66,000 in GPOP under 'Existing' Scenario 1 to 122,000 under the 'Visionary' Scenario 4. This compares with around 150,000 jobs in the area in 2016, representing an increase of between 44 and 82 per cent over 20 years.

Figure 12 shows the proportion of the Central City housing target that could be met by GPOP under each scenario the target if unchanged; and also the proportion of jobs needed in Greater Sydney that could be accommodated in GPOP.

The Central City District has Greater Sydney's highest target for new homes – 207,500 by 2036, a 65 per cent increase from today. Much of this growth is expected to happen in GPOP. The forecast growth tested by the PIC Pilot suggest that between 20 and 46 per cent of the Central City housing target could be achieved in GPOP, should the target remain unchanged.

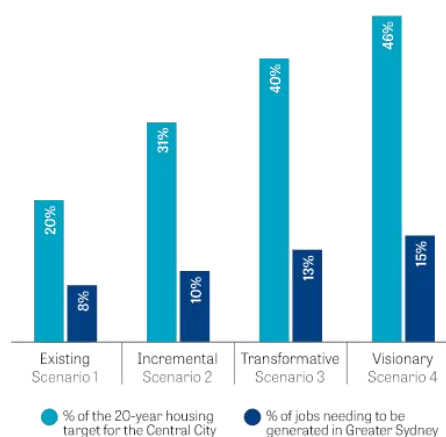
The Region Plan anticipated that Greater Sydney would need to generate 817,000 new jobs over the next 20 years. The forecast job growth for GPOP tested by the PIC Pilot represent between eight and 15 per cent of jobs required across Greater Sydney, although GPOP represents only three per cent of the urban area.

**Figure 11:** New dwellings and jobs for the scenarios – 20 year forecast



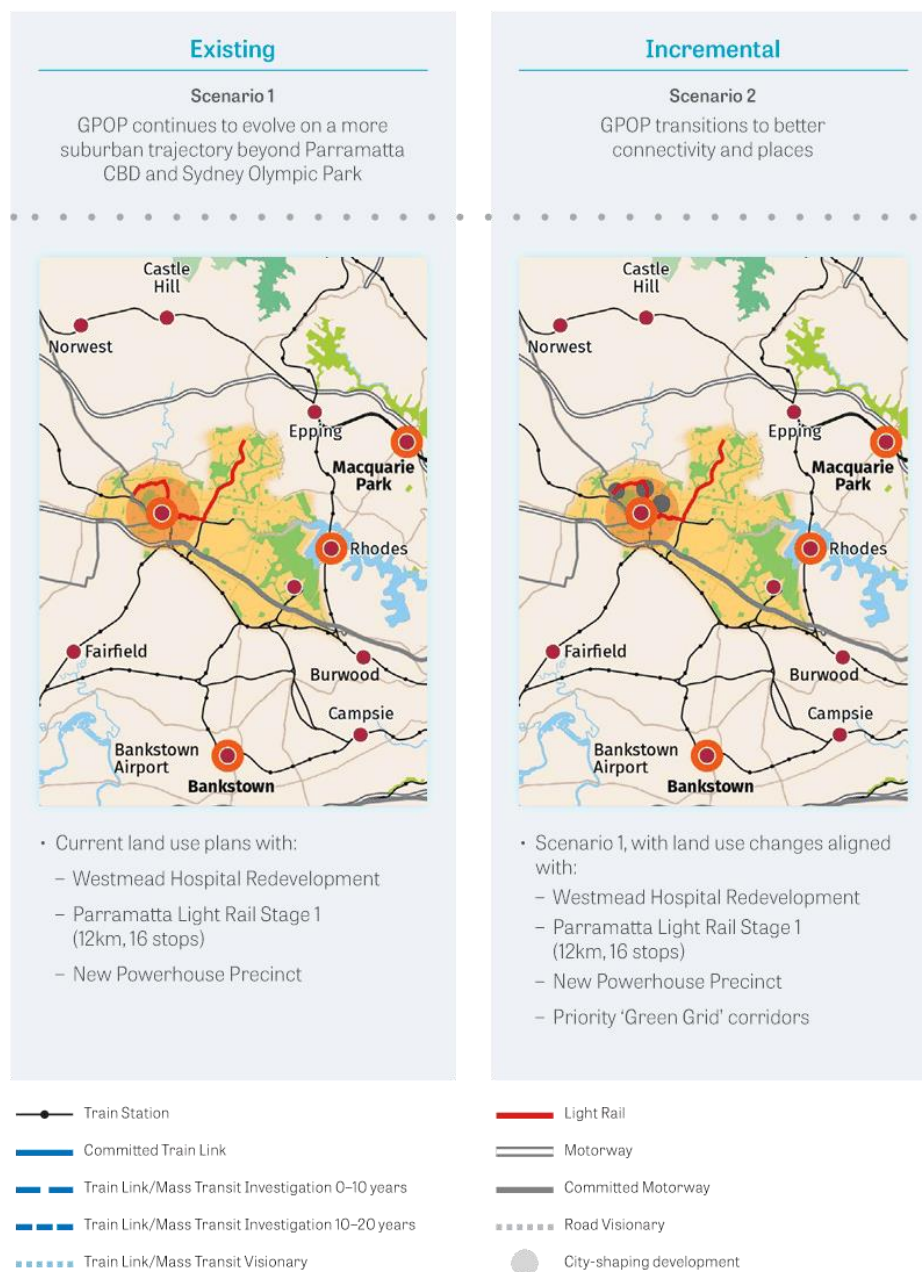
*These forecasts are additional to the 70,000 dwellings and 150,000 jobs in GPOP in 2016*

**Figure 12:** Proportion of housing target for the Central City and jobs needed for Greater Sydney – 20 years



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Figure 13: Future 40-year scenarios explored in the PIC Pilot for GPOP





### Transformative

#### Scenario 3

Step change in connectivity and  
GPOP becomes a 30-minute city

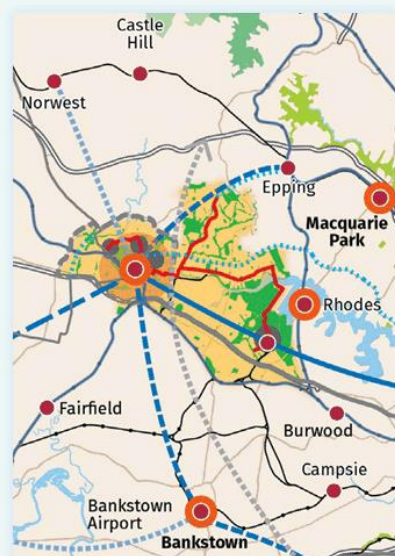


- Scenario 2, with land use changes aligned with:
  - Parramatta Light Rail Stage 2 (10km, 10-12 stops)
  - Sydney Metro West (4 to 5 new stations)
  - Improvements on the T1 Western Line
  - All priority 'Green Grid' corridors and associated improvements, including irrigation from sustainable water sources
  - New resource recovery facility and recycled water network targeted to Parramatta CBD and Sydney Olympic Park

### Visionary

#### Scenario 4

Step change in great places and the  
Central City becomes a 30-minute city



- Scenario 3, with land use changes aligned with:
  - Visionary transit to connect Greater Parramatta to the north-east, north-west, south and west
  - Globally significant Westmead Innovation District
  - New university presence in North Parramatta and Westmead
  - New university presence at Sydney Olympic Park
  - New cultural investment at Parramatta and Sydney Olympic Park
  - Full realisation of the 'Green Grid', including irrigation from sustainable water sources
  - New resource recovery facility and recycled water network across GPOP

### 30 The new PIC model

#### *Precincts used in the analysis*

The 6,000 hectare Pilot area was organised into 26 precincts, aligned to the four quadrants in the Central City District Plan, as shown in Figure 14.

Precinct boundaries were defined by drawing recent planning investigations, existing suburbs and physical borders such as waterways and major transport corridors. Technical needs of the PIC resulted in some precinct boundaries not following common usage in current planning documents.

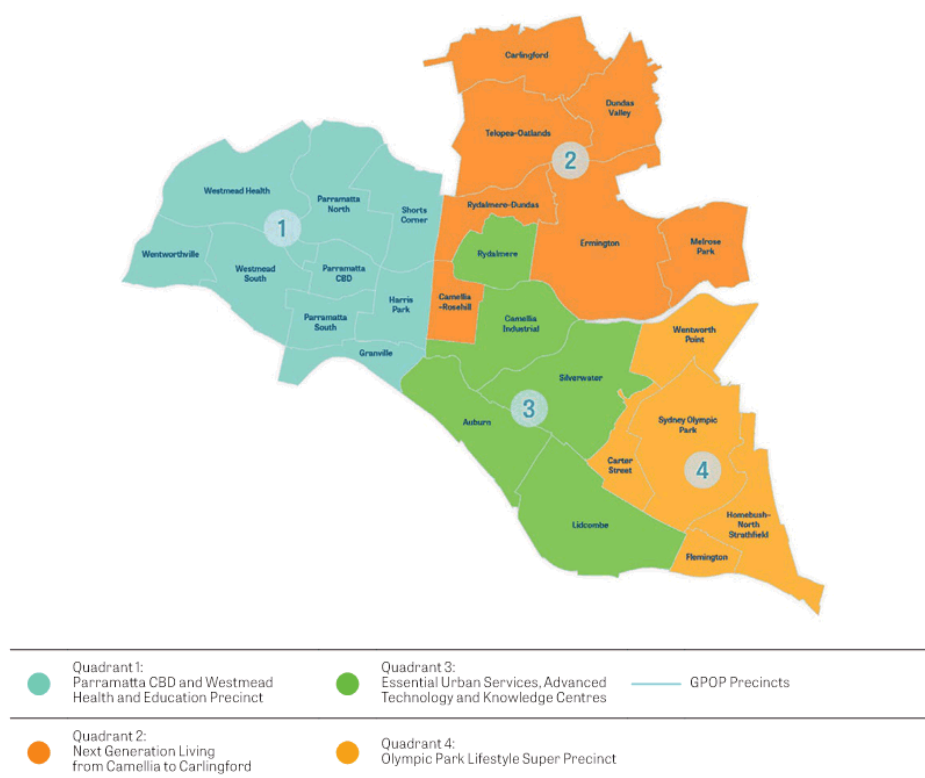
The precincts broadly align to the 12 precincts in the then Department of Planning and Environment's Greater

Parramatta Growth Area Interim Land Use and Infrastructure Implementation Plan (ILUIIP) released in July 2017.

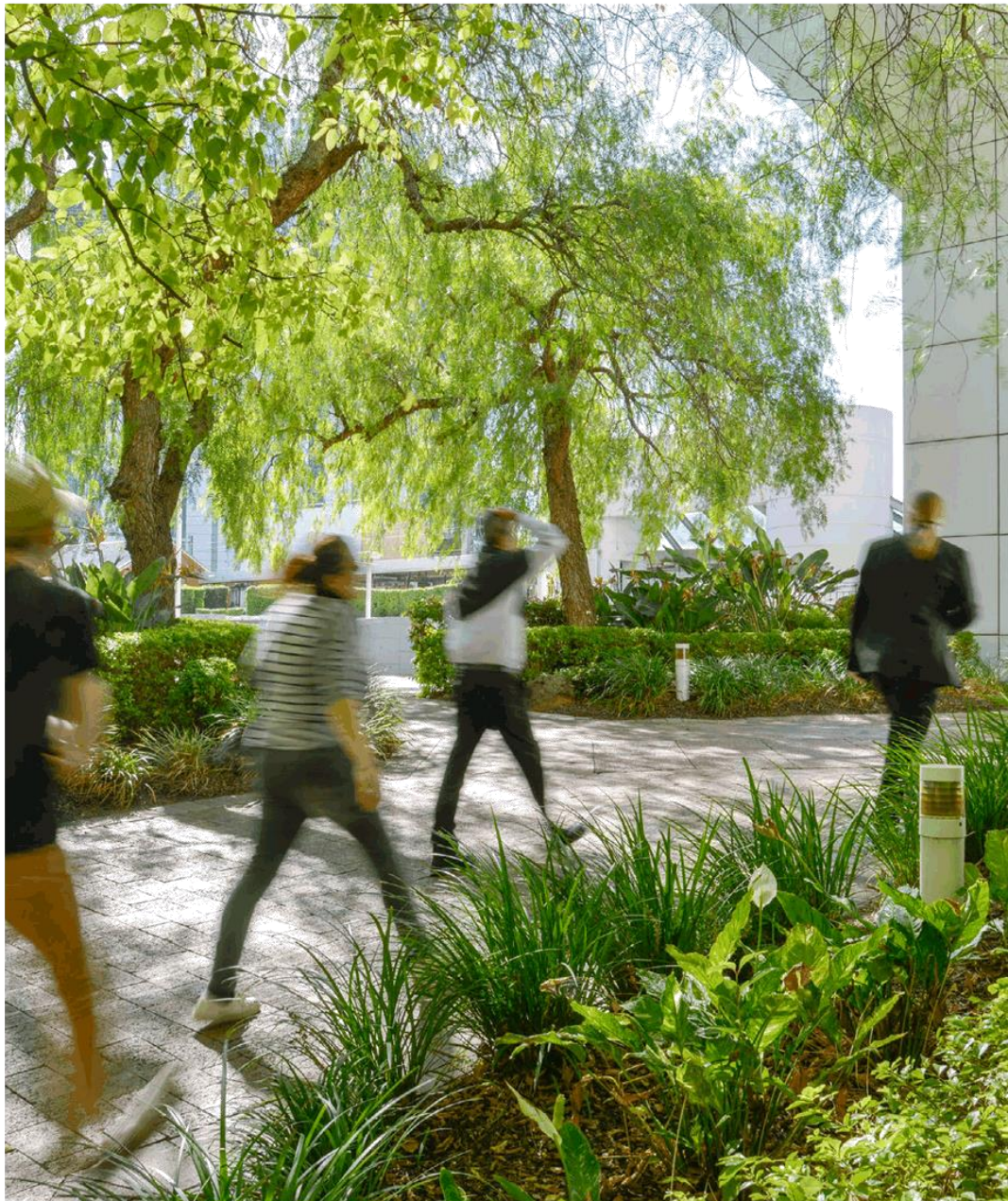
The ILUIIP was prepared before the Central City District Plan and adopted the smaller area from the GPOP vision ([www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Greater-Parramatta-Growth-Area](http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Greater-Parramatta-Growth-Area)).

Dwelling and job forecasts for each of the four scenarios were also prepared for each of the 26 precincts, enabling subsequent analysis at a place-based level (see page 41).

**Figure 14:** GPOP Pilot area and 26 precincts







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Figure 15: Types of infrastructure needs strategically costed in the PIC



Note: Through the subsequent draft Strategic Business Case, additional service and infrastructure needs were identified and considered in the Justice category, including courts and police stations. Further, in the Education category TAFE and early childhood education services will be included in PIC updates.

### Step 2: Cross-sector infrastructure needs, costings and funding source

State agencies and utility providers undertook extensive analysis of infrastructure needs and costings for the four scenarios and 26 precincts over 10, 20 and 40 year horizons. Local councils contributed to the analysis of green infrastructure requirements.

This analysis was integrated by the Commission using the Co.Lens tool. The full range of infrastructure types assessed by the PIC Pilot is shown in Figure 15.

Two of the key concepts related to Step 2 are explained on pages 37 and 39, alongside the major findings. They relate to the apportionment of capital infrastructure costs to a growing place, and the funding sources available to pay for infrastructure, including contributions from developers.



### Step 3: Economic and cost-effectiveness analysis of scenarios and precincts

To select a preferred scenario for the future of GPOP and identifying the high-level sequencing of all 26 precincts, we undertook an economic and cost-effectiveness analysis.

The economic analysis was based on the criteria of liveability, productivity and sustainability. This enabled the place-based benefits of each scenario to be measured in monetary terms relative to costs over a 40 year horizon. See the key concept on page 35.

Further, cost-effectiveness analysis determined the cost of accommodating a new resident or job in each of the 26 precincts.

The results of this analysis was used to guide the proposed high-level sequencing of precincts in GPOP for more orderly development, as presented in the key proposed actions on pages 44 to 48.

### Step 4: Infrastructure priorities for the next 10 years

The preferred scenario and high-level sequencing of precincts became core inputs to the draft Strategic Business Case, which focused on the 10 years of the PIC's planning horizon.

The Strategic Business Case optimises service and infrastructure needs and prioritises them in line with the high-level sequencing plan for GPOP within NSW Government's affordability limits.

The proposed infrastructure priorities are presented as key proposed actions on pages 49 to 53.

Before making recommendations to the NSW Government and proceeding to Step 5 (joint implementation of the PIC and Strategic Business Case through land use planning and budget processes), and Step 6 (monitoring post implementation), we are seeking feedback on the work completed so far.



## 4 Findings for GPOP

Piloting the new model demonstrated that fundamental insights about complex places such as GPOP can be developed by bringing together specialist knowledge and skills from a wide range of partners.

While a lead agency is critical to the PIC model, it is only by working collaboratively that we can better understand the choices the community faces about the future of a place. This understanding can inform better decision-making by the NSW Government and lead to improved outcomes for everyone.

This Paper shares five findings from the Pilot, supported by quantitative analysis where possible. Some inputs to the method and modelling are commercially sensitive and need to remain confidential to the partners involved, and the NSW Government.

### 4.1 Delivering place-based benefits

**Finding 1:** The 'Transformative' Scenario 3 and 'Visionary' Scenario 4 for GPOP delivered the greatest liveability, productivity and sustainability benefits, and these outweighed the costs. These scenarios delivered around double the net benefits of the 'Incremental' Scenario 2.

When evaluating the scenarios, the PIC considered what would be a 'good' scenario. Put simply, the answer was a scenario in which GPOP was:

- a place where people want to live and more people can live (*liveability*)
- a place where businesses want to be and which can attract new businesses (*productivity*)
- a place with greater positive environmental outcomes, resource efficiency, resilience and smaller negative outcomes (*sustainability*)
- a place with lower costs to government.

The physical changes within these categories were measured and given a monetary value to compare against the infrastructure and service costs. This process is outlined as a key concept on page 35.

Across the four scenarios considered by the PIC, the greatest benefits related to liveability.

Liveability value was primarily created through:

- better access to jobs for people in GPOP due to the significant transport improvements, as well as a greater number of jobs in GPOP
- better access to Parramatta CBD and important services such as universities, justice services and specialist medical and legal providers
- an increase in open space for a growing population.

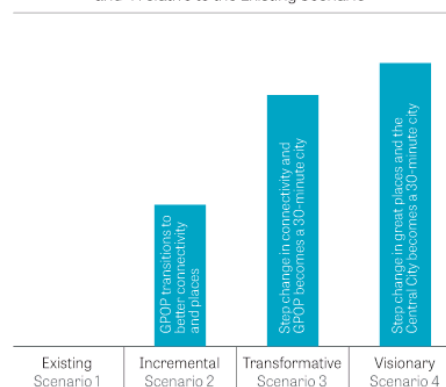
The PIC Pilot also found that growing industry and jobs within GPOP was essential to improving liveability, as people value and are willing to pay to live close to where they can work.

It is critical that infrastructure investment by the NSW Government focuses not just on housing growth but on attracting industry and generating more jobs.

This is essential to realising the vision for the GPOP Economic Corridor set out in the Region Plan, and to rebalance the distribution of opportunities and jobs across Greater Sydney.

The most significant sustainability benefits were from more tree canopy, which improves air quality and provides urban cooling and local amenity. The benefit of more tree canopy was reflected in higher property values.

**Figure 16:** The net benefits for GPOP of the Scenarios 2, 3 and 4 relative to the Existing Scenario



Together, the benefits of improved liveability and sustainability stimulate greater productivity benefits as more people and businesses choose to move to GPOP.

As shown in Figure 16, the 'Transformative' Scenario 3 and 'Visionary' Scenario 4 were found to deliver the greatest benefits over 40 years. The benefits after costs (i.e. the net benefits) for GPOP under these scenarios was twice that of the 'Incremental' Scenario 2.

The 'Transformative' Scenario 3 is in line with the NSW Government's already-committed infrastructure agenda for GPOP over the next decade, especially Sydney Metro West and Parramatta Light Rail Stage 1. This scenario is used to

report the findings of the PIC Pilot on pages 36 to 41 of this Paper and the proposed actions on pages 44 to 53.

While the PIC Pilot demonstrated the net benefits of the 'Transformative' Scenario 3, it should be noted that the Government has yet to decide on the affordability of the total capital cost of infrastructure estimated to be around \$40 to \$50 billion over 20 years.

This decision would need to be tested over time against other priorities across Greater Sydney, and via a process of continuous engagement with the community and stakeholders.

### What place-based benefits are measured?

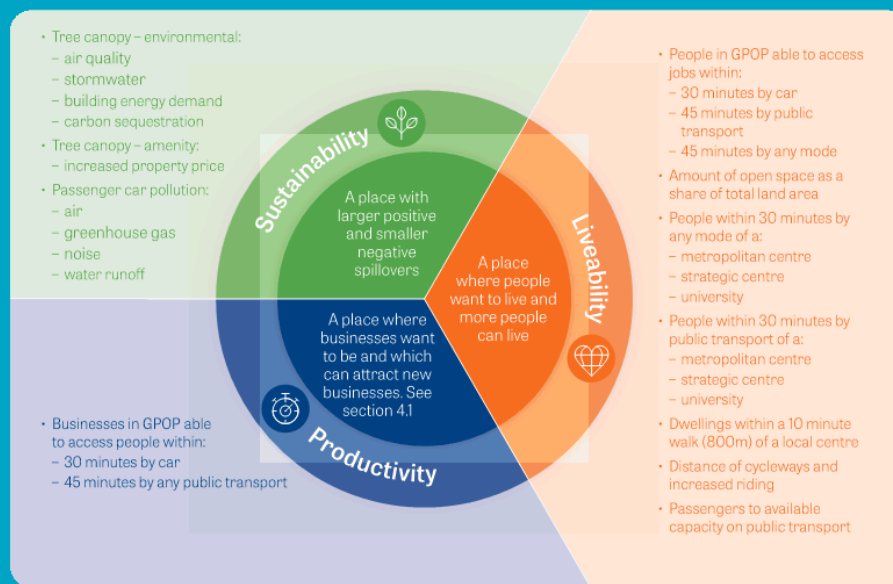
The physical changes measured and given a monetary value in the economic evaluation are shown in Figure 17.

This method allows the 'net benefits' – the benefits of a scenario less the costs – to be measured relative to the status quo.

Measuring physical benefits and giving them a dollar value is a key step towards identifying a preferred scenario.



**Figure 17:** Liveability, productivity and sustainability measures given a monetary value to identify a preferred scenario



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While the total estimated cost is high it includes funding already committed by the NSW Government for infrastructure projects such as:

- \$6.4 billion committed initially to Sydney Metro West
- \$2.4 billion for Parramatta Light Rail Stage 1
- \$1 billion for the Westmead Hospital Redevelopment
- \$619 million for the Children's Hospital at Westmead Redevelopment
- \$645 million towards the new Powerhouse Precinct
- \$225 million for redevelopment at Arthur Phillip High School and Parramatta Primary School

### 4.2 Taking a holistic approach to places

**Finding 2:** Great places need a wide range of social, economic and environmental infrastructure such as trees, parks, schools and health facilities. Public transport and roads accounted for 60 per cent of infrastructure costs in GOP but these are key to the Central City becoming a 30-minute city.

The types of infrastructure assessed in the PIC Pilot are shown in Figure 15 (page 32). The infrastructure costs are for capital expenditure only. They include expenses related to buying land and buildings; construction; and equipment to deliver services.

The ongoing operational and maintenance costs of delivering services such as the cost of teachers' and nurses' salaries; the cost of running a fleet of buses; maintaining water pipes; and public open spaces were not included in the Pilot. Considering them is a question for further development of the PIC model.

A breakdown of the estimated capital infrastructure costs over 20 years apportioned to GOP for the 'Transformative' Scenario 3, is shown in Figure 19. These costs were estimated at between \$20 and \$30 billion, with:

- public transport and roads infrastructure accounting for the majority of costs (60 per cent). This reflects the complexity of the system used to move people and freight as well as the range of investment required, from metro rail to pedestrian bridges
- green infrastructure the second most costly, at 16 per cent, reflecting the cost of buying land and the amount of land that needs to be acquired
- health and education costs comparatively moderate at 8.9 and 7.2 per cent respectively, due to the ability to leverage existing capacity and sites already owned by the NSW Government

- water and energy utility costs are relatively modest at a combined 6 per cent, with established networks and some latent capacity
- cultural infrastructure costs being comparatively low because while new city-scale facilities were strategically costed, only a small portion was apportioned to GOP.

The concept of how to apportion costs in place-based planning is central to understanding this analysis and is explained on page 37. The estimated \$20 to \$30 billion of costs apportioned to GOP is a subset of the total estimated \$40 to \$50 billion reported in Finding 1.

With respect to affordable housing, the PIC Pilot found that most precincts in GOP have potential to support the implementation of the Region Plan's Objective 11: 'Housing is more diverse and affordable'.

The Region Plan recommends Affordable Rental Housing Targets as a mechanism to deliver more affordable housing for very low to low-income households and notes that within Greater Sydney targets of generally between five and 10 per cent of new residential floor space are viable.

It was found to be feasible for all precincts with residential uses to achieve some level of affordable rental housing, in addition to local, state and regional infrastructure. This will ensure that communities do not forgo local amenities and services.

The PIC also found significant opportunities in many precincts to renew aging social housing and increase supply, especially where connectivity had been improved as part of creating high-quality mixed-use and mixed-tenure precincts.

When considering the renewal and growth of a place, the NSW Government needs to understand holistically the wider costs involved in delivering all types of services and infrastructure, and partnering with the private and non-profit sectors. It will need to explore innovative solutions, such as the co-location and sharing of infrastructure, to deliver communities the services they need.

### How are costs apportioned to a place?

Place-based planning requires a consistent method for apportioning the capital costs of infrastructure and utilities to an area. Infrastructure and utilities often serve varying catchments and users outside an area being planned. Therefore, costs need to be estimated for the specific area being planned.

When apportioning costs for a growing area, it is important to identify who will benefit – the existing community or those who will live and work there in the future.

In the PIC Pilot we adopted the following approach:

- **Total costs:** capital investment required to support GOPP as well as providing benefits outside GOPP
- **Costs beyond GOPP:** capital investment providing benefits outside GOPP only
- **GPOP costs:** capital investment providing benefits inside GOPP only:
  - **Existing** – internal GOPP capital costs apportioned to beneficiaries already in the area
  - **Future** – internal GOPP capital costs apportioned to future beneficiaries generated by new development in the area.

This approach is fundamental to understanding the findings discussed on pages 38 to 41. We applied it to all types of infrastructure considered in the Pilot, ranging from the city-shaping infrastructure like Westmead Hospital and the Powerhouse Precinct to supporting infrastructure such as schools and fire stations.

A practical example is shown in Figure 18 using the Sydney Metro West between Westmead and Sydney CBD.

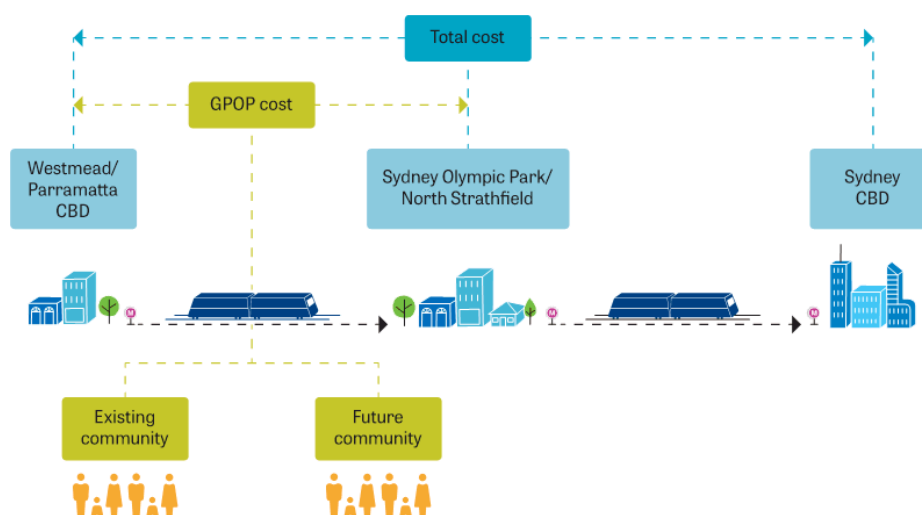
The **total cost** of the project covers the full length of the line between Westmead and the Sydney CBD, but the **GPOP costs** are confined to the section between Westmead and North Strathfield.

Using forecast growth figures, these costs are then apportioned to the **existing and future community**.

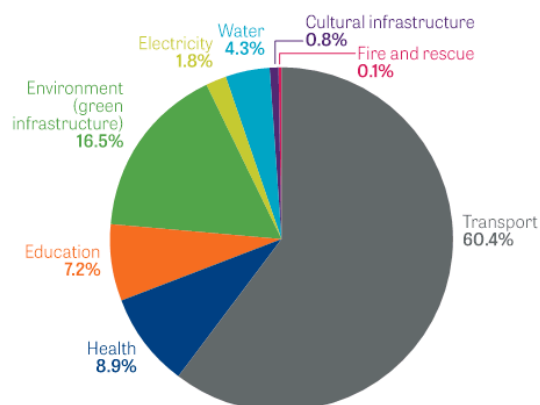
When calculating the cost of accommodating a new resident or job in GOPP's 26 precincts as explained in Finding 4 and shown in Figure 21, only the GPOP costs for the future community were used.



**Figure 18:** An example of the apportionment of the capital infrastructure costs of Sydney Metro West



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**Figure 19:** Proportion of capital costs by sector apportioned to GPOP – 'Transformative' Scenario 3, 20 years

#### 4.3 Better decision-making with early insights

**Finding 3:** The scale of necessary infrastructure requires a clear understanding of costs, and of who should be contributing to them, in order to guide better decisions and achieve the most effective use of resources.

The PIC Pilot considered the fundamental question of who should pay for and/or contribute to the infrastructure identified under the scenarios.

There are already multiple funding sources for new infrastructure in NSW. Five funding categories were identified in the PIC Pilot. They are:

- NSW Government consolidated revenue
- developer contributions – state and regional
- direct customer charges
- 'other' (mostly from local sources)
- combination of NSW Government and developer contributions

These are explained as a key concept on page 39.

For each of the infrastructure proposals costed, a funding source or combination of sources was identified in the PIC Pilot.

The PIC Pilot found that of the estimated \$20 to \$30 billion capital infrastructure costs apportioned to GPOP, 50 per cent would need to be funded by the NSW Government and 11 per cent through developer contributions where there was a direct relationship with the new development.

Around 26 per cent of infrastructure costs would need to be paid for with a combination of NSW Government funding and developer contributions.

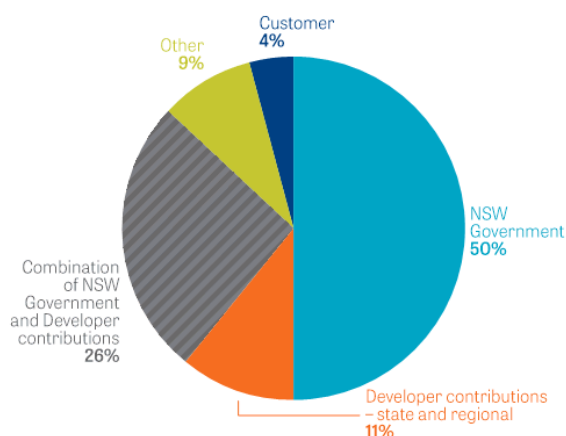
Examples of infrastructure in this category include:

- upgrading an already congested state road or intersection that is also necessary to enable and support local growth
- upgrading a school that is at capacity and no longer meets service standards, and whose capacity is increased to support growth
- redevelopment of a fire station that is no longer in an appropriate location but can be relocated and expanded to support growth
- Parramatta Light Rail, in line with the NSW Government's intent to part-fund the project with developer contributions.

The Region Plan recognises that new development needs to support the funding of infrastructure at an appropriate level without being unreasonably burdened to the extent that it become unviable.



Figure 20: Identified funding source for capital costs apportioned to GPOP – 'Transformative' Scenario 3, 20 years



### Who pays for infrastructure?

Delivering the right infrastructure at the right time will require coordinated funding from a range of sources.

Funding sources identified and used in the PIC Pilot were:

- **NSW Government:** NSW consolidated revenue or any special-purpose funds or grant programs for state and regional infrastructure to support existing and future community needs, such as metro rail, light rail, motorways, schools, hospitals, arts and cultural facilities.
- **Developer contributions – state and regional:** Development levies to fund state and regional infrastructure required under planning legislation to support developments that establish and service new communities. This infrastructure includes roads, schools, health centres, biodiversity conservation, regional open space and police stations.
- **Direct customer charges:** Where an existing customer base is the primary funding source. This applies to utilities such as water, wastewater and electricity.
- **Other:** All other funding sources, including local infrastructure contributions, local government rates, special rates and direct developer provision. In the PIC Pilot, these sources were identified primarily for infrastructure associated with open space, tree canopy, green links, walking and cycling, and public libraries.
- **Combination of NSW Government and Developer contributions:** Often needed where there are multiple drivers for investing in an infrastructure project, and multiple beneficiaries. In urban renewal areas this typically includes infrastructure that is needed to improve an existing service and to expand it to cater for growth. Several practical examples are explained on page 38.



Key  
Concept

## 40 Findings for GPOP

Part of this involves a better understanding of the cumulative impacts of local and state contributions and the capacity of developers to make contributions across GPOP. The PIC Pilot has focused mostly on state and regional infrastructure, with limited inclusion of local infrastructure.

To this end, nine per cent of costs in the PIC Pilot were identified as having a funding source in the 'Other' category, mostly for local infrastructure often associated with regional and state infrastructure.

This included some open space, new tree canopy, green links, walking and cycling infrastructure and public libraries.

Only four per cent of costs were found to be funded through direct customer charges, including utilities such as water, wastewater and electricity.

Given the PIC Pilot found that at least 50 per cent (and up to 76 per cent) of costs would have to be funded by the NSW Government, it needs to understand the full extent of its expected contribution early and before land-use decisions are made.

The government will also need to explore new ways to partner with the private and not-for-profit sectors to deliver services and infrastructure.

### A greater role for the private and not-for-profit sectors

One advantage of a PIC is it can open up more opportunities for the private and not-for-profit sectors to deliver high-quality services and infrastructure, and suggest ways of doing it more efficiently.

New infrastructure is almost always delivered by the private sector. Increasingly, services are provided by the private and not-for-profit sectors. This is done through well-established government procurement models and under existing regulation, such as taxi services or independent schools.

The PIC process will give private and not-for-profit providers better and more predictable information to plan and deliver services. To realise the benefits of a growing city, and deliver great outcomes for people, it is essential that the NSW Government continues and strengthens its partnership with the private and not-for-profit sectors.

## 4.4 Understanding the varying costs for precincts

**Finding 4:** The cost of delivering new homes and jobs varies across the 26 precincts in GPOP, owing to differing local conditions and levels of existing infrastructure.

The cost of accommodating a new resident or job varied from under \$50,000 in some precincts, to more than \$100,000 in others.

Costs vary because some precincts require more infrastructure investment to deliver the liveability, productivity and sustainability outcomes needed to support successful places and communities (see Figure 21). Overall, the variation in costs is an important consideration in developing a high-level sequencing plan for precincts through the PIC method.

There are varying levels of existing infrastructure across the precincts that can be leveraged to deliver new services more cost-effectively.

For example, some existing public schools have spare capacity in buildings due to demographic changes, and some are on sites large enough to accommodate new buildings.

These schools can accommodate additional students at a lower cost than in precincts where land would have to be bought for a new school site.

Similarly, some precincts are set to benefit from new or planned road or rail network investment that increases system capacity. These locations would generally be more cost-effective than a location that might be constrained and require unplanned major upgrades to be addressed before any growth could occur.

At one end of the spectrum, the high-growth residential and employment precincts in GPOP, typically in areas aligned with committed infrastructure, were found to be more cost-effective to service with Parramatta CBD and the Westmead Health precincts being standouts.

At the other end of the spectrum, the Camellia-Rosehill, Harris Park and Dundas Valley precincts were found to be less cost-effective to service, although for different reasons.

The high-growth Camellia-Rosehill precinct has very high upfront costs. The precinct is constrained with poor road access, contamination, a wastewater pumping station requiring relocation and no existing school sites.



Harris Park and Dundas Valley are relatively low-growth precincts, owing mostly to the local character heritage values in Harris Park, and the more suburban Dundas Valley's rolling topography.

In these cases, the costs apportioned to growing jobs and housing in these precincts would need to be spread across a fewer number of new residents or workers, making them less cost-effective.

#### 4.5 Moving to a more orderly sequenced approach

**Finding 5:** If all recent and proposed land use changes in GPOP were to happen in the near term, it would not be possible to fund all of the necessary infrastructure at the same time. Growth must be sequenced to meet market demand, but it must not outpace the NSW Government's capacity to fund services and infrastructure.

The PIC Pilot found dynamic places like GPOP were constantly changing to reflect market demands, developer activity, evolving community and business needs, and new planning directions.

There are several different pathways in NSW for the rezoning of land to facilitate growth. They include comprehensive Local Environment Plans (LEP), State-led precinct planning, as well as council and developer-led planning proposals to rezone areas and sites.

While the system has the advantage of being flexible, it also has the disadvantage of potentially ad-hoc rezoning decisions being made without an understanding of the cumulative impacts on state, regional and local infrastructure.

Figure 22 illustrates major land use planning activities that have either recently been completed or are currently under consideration in GPOP. These proposals span the whole GPOP area:

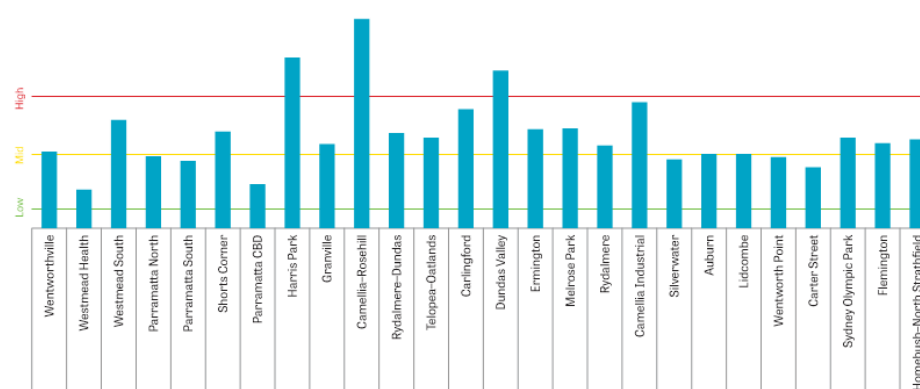
##### Major recent rezonings

- North Parramatta – State Significant Site (2015) – 3,000 dwellings, 1,000 jobs
- Carter Street Precinct – State-led Planned Precinct (2015, revised 2018) – 5,500 dwellings, 5,500 jobs
- Telopea – Joint State-Local Masterplan and State-Led Rezoning (2018) – up to 4,500 dwellings
- Sydney Olympic Park – State-led Masterplan and State Environmental Planning Policy (State Significant Sites) Amendment (2018) – 10,700 dwellings, up to 34,000 jobs.

##### Major proposals under consideration or investigation (not rezoned)

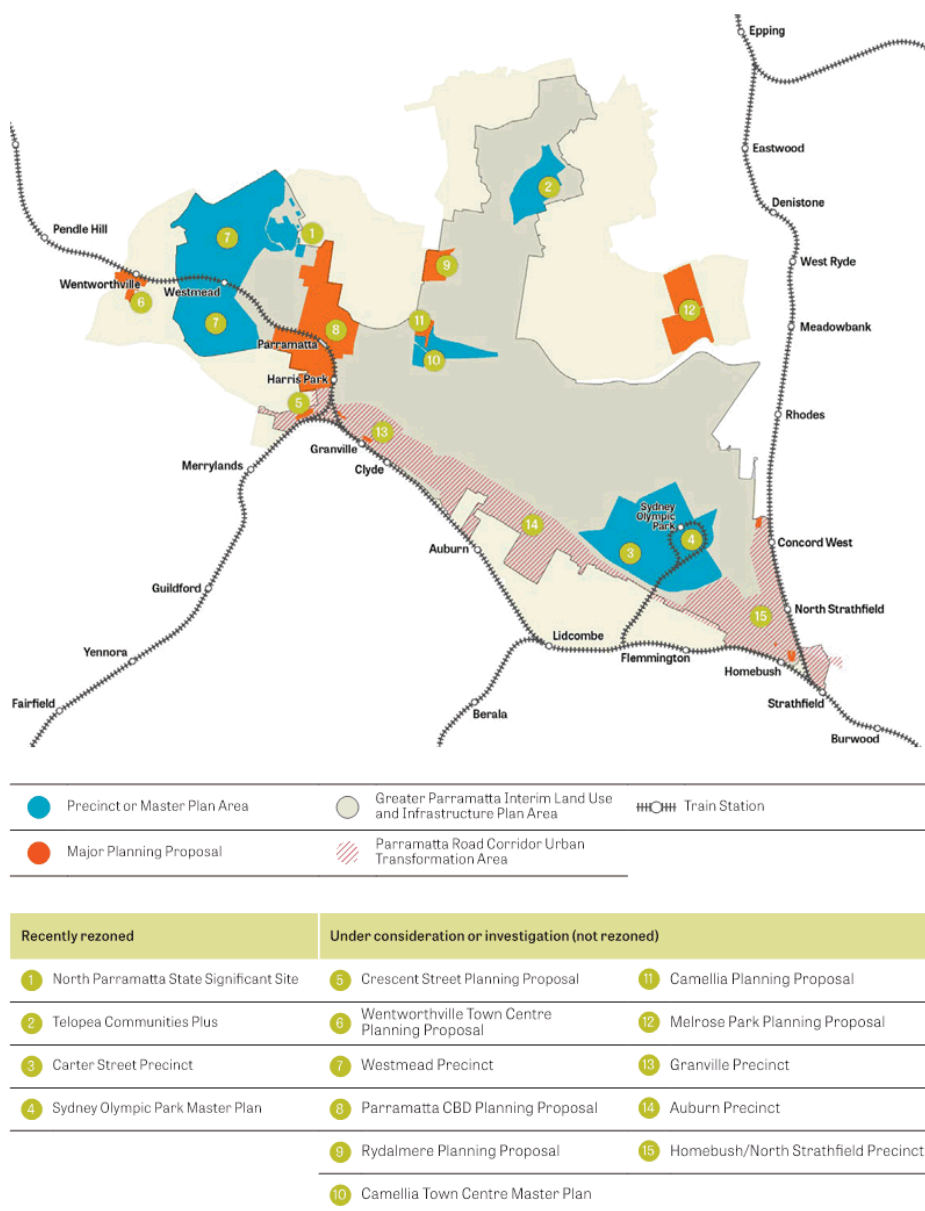
- Wentworthville Town Centre – Council-led Planning Proposal – 2,500 dwellings, 1,150 jobs.
- Westmead Master Plan – Westmead Alliance-led Proposal
- 1 Crescent Street, Holroyd – Proponent-led Planning Proposal 1,200 dwelling

**Figure 21:** Cost of accommodating a new resident or job in GPOP's 26 precincts – 'Transformative' Scenario 3, 20 years



## 42 Findings for GPOP

Figure 22: Planning activities, including rezoning, either recently completed or currently under consideration in GPOP



- Parramatta CBD – Council-led Planning Proposal – 7,500 dwellings, 27,000 jobs.
- Camellia Town Centre – Joint State-Local Draft Masterplan (draft exhibited 2018) – up to 10,000 dwellings, up to 5,000 jobs.
- Within the Camellia Town Centre Master Plan area, 181 James Ruse Drive, Camellia – Proponent-led Planning Proposal, 3,100 new dwellings and 745 jobs
- 266 Victoria Road, Rydalmere – State-land Planning Proposal 2,500 dwellings
- Melrose Park North – Proponent-led Planning Proposal – 5,050 dwellings, 1,700 jobs
- Melrose Park Southern Precinct Structure Plan – Joint Council and Proponent
- Parramatta Road Urban Transformation Strategy s.117 Direction – three precincts in GPOP – Granville Precinct – 5,400 dwellings, 7,200 jobs; Auburn Precinct 1,000 dwellings, 12,800 jobs; and Homebush Precinct 9,500 dwellings, 12,900 jobs.

If all of these major proposals were to occur in the near term, along with the many smaller site-specific Planning Proposals, the result would be ad-hoc development. Consequently, delivering the required services and infrastructure at the time they were needed would be a challenge for the NSW Government.

Also, the extent of land use change under consideration is not necessarily needed all at once and risks creating an oversupply of development in the market. It also risks outpacing the NSW Government capability to fund infrastructure and services.

Initial attention should be focused on the areas of GPOP that already have infrastructure committed to them and are more cost-effective to grow. These will deliver the greatest benefit to the community relative to the cost.



### Tell us what you think

- What findings from GPOP do you agree with?
- Do you think there is anything else that could be considered?

See Section 7 on how you can provide your feedback to the Commission.



## 5 Proposed actions for GPOP

The key findings of the PIC Pilot confirm that the most effective way of aligning growth with the provision of infrastructure is through a high-level sequencing plan leading to more orderly development. This allows for:

- places to be well-planned, with a coordinated approach to funding and delivering services and infrastructure aimed at enhancing liveability, productivity and sustainability for local communities
- more targeted investment in services and infrastructure to maximise utilisation by communities while avoiding ad-hoc demands that are unlikely to be met in a timely way
- market demand to be met in a number of strategically selected precincts rather than trying to facilitate growth everywhere.

This is a key step forward in implementing the first of the Region Plan's ten directions – 'A City Supported by Infrastructure'. It is consistent with the logic outlined in Chapter 3 of the Plan: 'Infrastructure and Collaboration'.

While the PIC proposes the orderly sequencing of land use changes, it is understood that GPOP is a dynamic area with many places where growth can occur under existing controls or with some adjustments.

### 5.1 Proposed sequencing plan

The PIC Pilot proposes the high-level sequencing of the 26 precincts in GPOP as follows.

**Proposed action 1:** Sequencing Plan – Phase 1: Focus on precincts where growth can be aligned with already committed infrastructure to support job creation and new development.

**Proposed action 2:** Sequencing Plan – Phase 2: Focus on aligning growth with future city-shaping infrastructure.

**Proposed action 3:** Support existing uses in the remaining precincts across GPOP and review their potential over time.

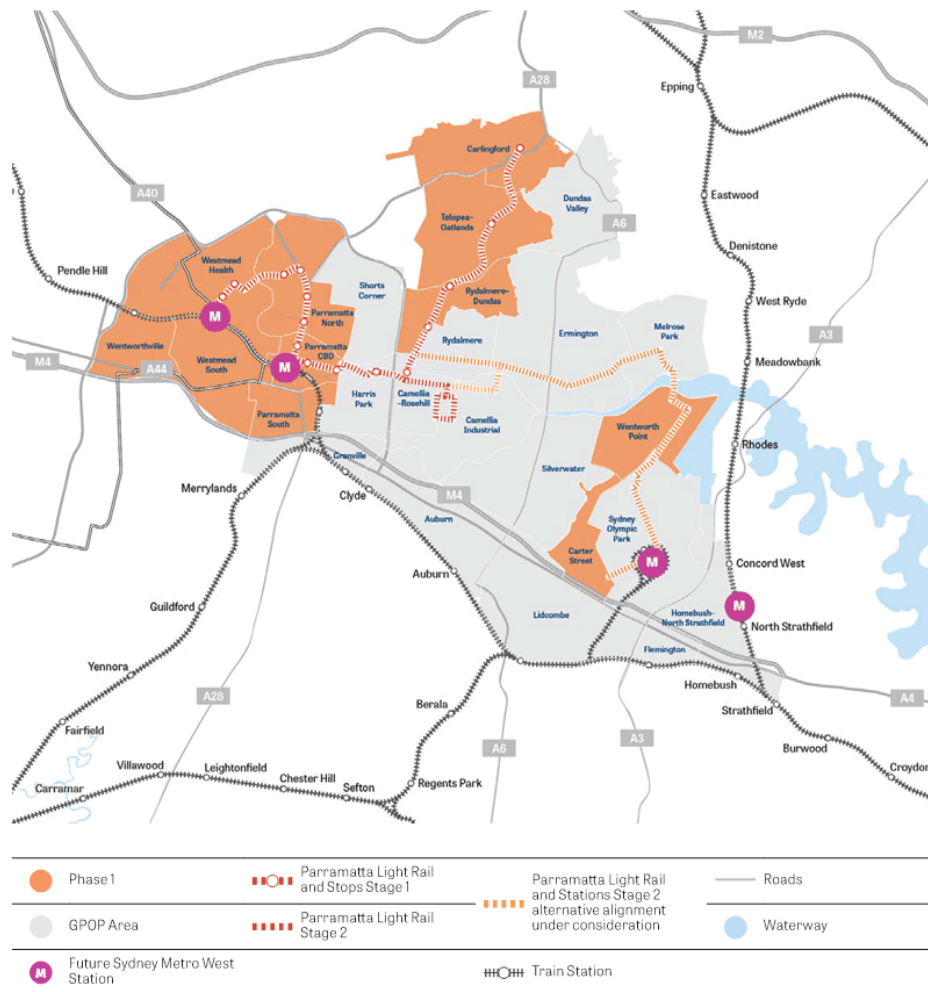
#### Proposed action 1: Sequencing Plan – Phase 1: Focus precincts to align growth with already committed infrastructure, supporting job creation and new development.

The **Phase 1** priorities (shown in Figure 23) focus on aligning growth with already committed infrastructure, supporting job creation in Greater Parramatta and new development in line with the Region Plan.

The following precincts were assessed as being strategic places to grow and relatively cost-effective compared with other precincts in GPOP.

1. **The Parramatta (CBD, North and South), Westmead (Health and South) and Wentworthville Precincts** which support jobs, health services, tertiary education, housing diversity and creating great cultural experiences. These precincts, at the western end of GPOP, are within or close to a Metropolitan Centre in the Central City District Plan. They are well positioned to leverage the investment in major infrastructure, particularly the new Parramatta Light Rail, the redevelopment of Westmead Hospital, the new Powerhouse Precinct and WestConnex.
2. **The Rydalmere to Carlingford Precincts** will experience 'next generation living' with a new 'turn up and go' light rail service opening in 2023 with four new stops, supporting mixed private, social and affordable housing. A review of existing planning controls should be prioritised to leverage the existing education, health and green infrastructure and make the most of the opportunity for creating vibrant new communities.
3. **The Wentworth Point and Carter Street Precincts** benefit from proximity to the world-class sporting and entertainment facilities at Sydney Olympic Park, offering a great lifestyle. Significant growth has already occurred in the Wentworth Point Precinct and more is underway in the Carter Street Precinct. These new communities need to be supported with sufficient services and infrastructure, before enabling more precincts to be developed in GPOP.

**Figure 23:** Sequencing Plan Phase 1 – Focuses on aligning growth with committed infrastructure, supporting job creation and new development





## 46 Proposed actions for GPOP

### Proposed action 2: Sequencing Plan – Phase 2: Focus on aligning growth with future city-shaping infrastructure.

The **Phase 2** priorities (shown in Figure 24) focus on aligning growth with future city-shaping infrastructure, namely Sydney Metro West and the proposed Parramatta Light Rail Stage 2.

The following precincts were selected for sequencing later to allow for investigation and planning with Sydney Metro West and the proposed Parramatta Light Rail Stage 2, which would support them.

1. The **Sydney Olympic Park Precinct**, which will transform into a significant precinct and centre when a new catalyst, the Sydney Metro West station, is built providing rapid and convenient access to the Parramatta and Sydney CBDs.

Parramatta Light Rail Stage 2 would connect Sydney Olympic Park with the northern side of the Parramatta River, with a new bridge connecting Wentworth Point and Melrose Park for pedestrians and cyclists.

A further review of the Sydney Olympic Park Master Plan will be needed to unlock new potential enabled by a new metro station and light rail stops. In the meantime, development can still occur under existing planning controls.

2. The **Homebush-North Strathfield Precinct** will benefit when the Sydney Metro West station is built at North Strathfield, connecting to the T9 Northern Line. This will create much-needed additional public transport capacity to support new housing and services in this precinct.

3. The **Melrose Park and Ermington Precincts**, like Rydalmere to Carlingford, would be transformed with a new 'turn up and go' service around the proposed Parramatta Light Rail Stage 2, supporting a mix of private, social and affordable housing, attractive to local workers.

This area provides significant opportunities on the northern side of the Parramatta River to accommodate new high-quality housing.

New communities in this area would be connected with a new bridge crossing – for public transport, walking and cycling – into the Sydney Olympic Park lifestyle precinct.

4. The **Granville, Auburn, Lidcombe and Flemington Precincts** between Parramatta Road and the rail line will all benefit from Sydney Metro West, when it is built.

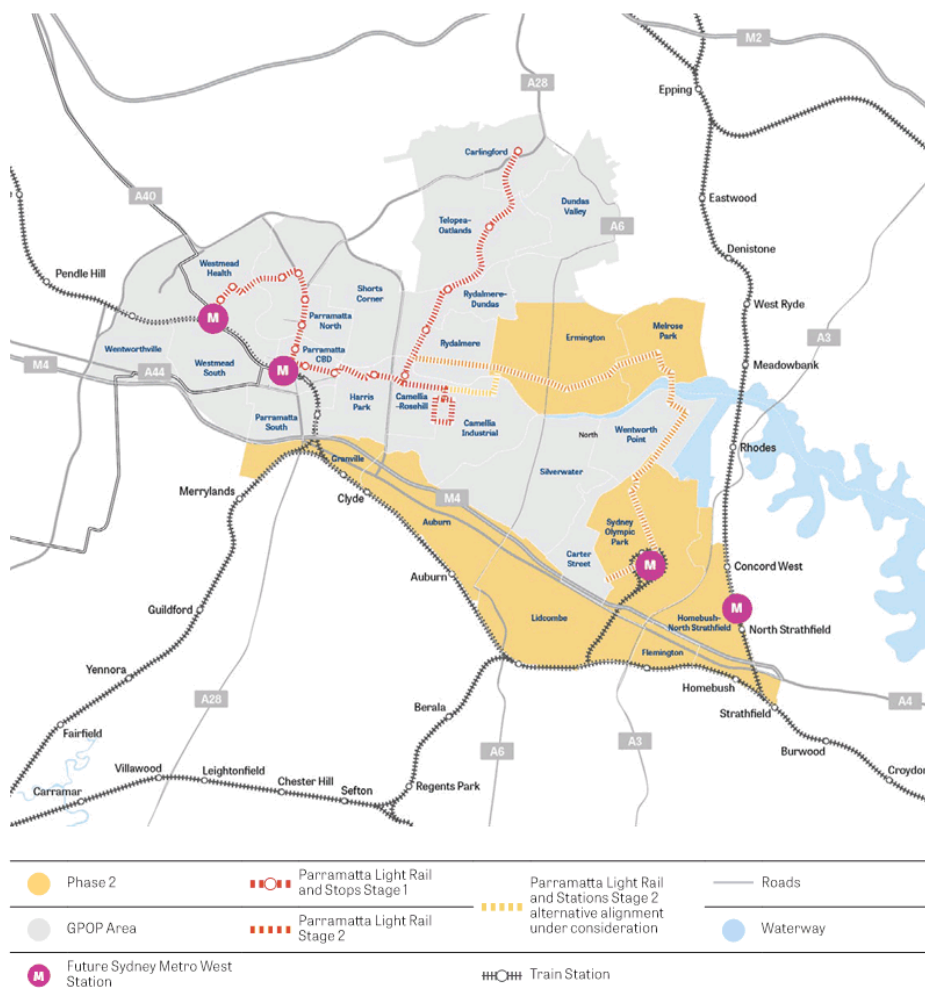
Sydney Metro West will provide relief to the T1 Western line, increasing service frequency at Granville, Auburn and Lidcombe railway stations, further supporting these town centres.

Together with public transport improvements on the Parramatta Road Corridor, these major infrastructure projects offer great opportunities for housing and jobs growth in these precincts.

Development in these precincts can continue under existing planning controls or consistent with the District Plans and the Parramatta Road Corridor Urban Transformation Strategy, and may be reviewed over time.



**Figure 24:** Sequencing Plan Phase 2 – Focuses on aligning growth with planned city-shaping infrastructure



## 48 Proposed actions for GPOP

**Proposed action 3: Support existing uses in the remaining precincts across GPOP and review their potential over time.**

This proposal supports existing uses in the remaining precincts for strategic reasons, due to the relatively high costs of accommodating a new resident or job in the precinct and/or local environmental constraints.

Development in these precincts can continue under existing land use zones and controls, or with some adjustments, and may be reviewed over time to allow for their evolution. These precincts include:

- **Harris Park, Dundas Valley and Shorts Corner**
- **Rydalmere, Camellia Industrial, Auburn, Lidcombe and Silverwater**
- **Camellia-Rosehill**

The Harris Park, Dundas Valley and Shorts Corner Precincts either have high local character values and/or impediments that would constrain feasible growth and change.

Harris Park has high heritage values, Dundas Valley a rolling topography with limited public transport access, and Shorts Corner comprises mostly walk-up strata apartments. Their existing uses should continue to be supported as they provide and contribute to local housing choice.

The Rydalmere, Camellia Industrial, Auburn, Lidcombe and Silverwater Precincts form a high-value cluster of employment and urban services lands for the Central City.

Existing uses in these precincts should be supported and allowed to evolve over time as they modernise into higher-value precincts, supporting local innovation, creativity and productivity.

It should be noted that the Auburn and Lidcombe Precincts are also in Phase 2, recognising the town centres and residential components on the northern side of the T1 line.

The Camellia-Rosehill Precinct was assessed by the infrastructure and service providers in the Pilot as having high upfront costs if redeveloped for residential uses, relative to other precincts. These costs are considered to be too high to be cost-effectively funded in the near term or reasonably recovered from developer contributions.

The precinct has flooding and contamination problems that pose significant risks to the delivery of infrastructure. There are also potential land use conflict issues with the operations of the wider Camellia Industrial Precinct, should residential uses be permitted.

As the Central City grows it must be supported by a variety of industrial uses and urban services that will need to be located away from residential areas. It will also need support to evolve in a sustainable way, with technological advances that include more re-use and recycling of waste to support development of a circular economy.

Already, the NSW Government is acquiring land for Parramatta Light Rail stabling facilities in Camellia; Sydney Water has identified it as the place for a 17-hectare resource recovery facility and Sydney Metro West also requires stabling facilities in Camellia.

The PIC Pilot has identified several alternative precincts in GPOP where housing supply could be delivered more cost-effectively while avoiding land use conflicts. When residential, industrial and urban services are mixed, conflicts can result from noise, odour, lighting, hours of operation and heavy vehicle traffic.

For these reasons it is proposed that existing uses in the Camellia-Rosehill Precinct, including the Rosehill Racecourse, are supported to maintain the important cluster of the Camellia-Rydalmere-Silverwater-Lidcombe-Auburn Precincts.

Supporting this area as clustered, productive, affordable and economically-viable land for businesses, with compatible uses, is considered vitally important to the success of the GPOP Economic Corridor.

Should this proposal be taken further, it would require reconsideration of the draft *Camellia Town Centre Master Plan* (2018), which proposes a significant change of use to accommodate residential and commercial uses in the precinct along the Parramatta River.

As this represents a change to the Central City District Plan, an amendment would be required, specifically to 'Planning Priority C8 – Delivering a more connected and competitive GPOP Economic Corridor'.

This proposal has resulted from extensive new analysis developed in the PIC Pilot and not available at the time the District Plan was prepared.



## 5.2 Proposed infrastructure priorities

Identified through the draft Strategic Business Case, the final two proposed actions put forward 10-year service and infrastructure priorities aligned with the proposed high-level sequencing plan from the PIC.

These priorities take a holistic approach and include a wide range of services and infrastructure, from trees and park upgrades to school proposals and public transport improvements.

### Proposed action 4: Short term infrastructure priorities for GPOP – investigate to support demand across all the 26 precincts.

As outlined on page 21, an unprecedented level of public investment is underway in GPOP. The following projects are at various stages of planning, development and delivery:

#### City shaping projects:

- Westmead Hospital Redevelopment
- Children's Hospital at Westmead Redevelopment
- Powerhouse Precinct
- New Western Sydney Stadium and contribution for the Parramatta Pool
- Parramatta Light Rail Stage 1
- Sydney Metro West (partly funded)
- WestConnex – M4 Widening and M4 East Tunnels
- Smart Motorways improvements on the M4

#### City building projects:

- School expansions at Auburn North, Carlingford, Lidcombe, Rosehill and Parramatta West Primary Schools
- School redevelopments at Arthur Phillip High School and Parramatta Primary School
- New Primary School at Epping South
- Telopea Communities Plus Project
- Parramatta Police Station Redevelopment
- Wentworthville Police Station Upgrade
- Western Sydney Start-up Hub for Western Sydney Businesses

- Grants for the Duck River Open Space Corridor, Parramatta River Foreshore and the Canopy for the Community, Cooler Corridor in Cumberland Council
- Active transport and streetscape enhancements under Parramatta Road Urban Amenity Improvement Program
- Continued development of the M4 to Hill Road off ramp to improve westbound access to Sydney Olympic Park
- Creation of new public space on surplus land at Homebush
- Parramatta Park Upgrades – Mays Hill Precinct
- Improving accessibility at North Strathfield and Harris Park stations, and Parramatta and Rydalmere ferry wharves
- Bus route and service capacity improvements, including between Parramatta and Castle Hill, and between Parramatta and Liverpool
- Future road and transport improvements at key locations along on Pennant Hills Road, Kissing Point Road, Victoria Road and Woodville Road
- Planning for road improvements at Australia Avenue, Homebush Bay Drive and Underwood Road to improve access to Sydney Olympic Park.

Beyond these, further priorities have been identified for the short term (the next five years plus) to support existing and emerging demand that exists across all the 26 precincts of GPOP, as shown in Table 3.

These projects remain subject to further planning work and subsequent government funding decisions.

The draft Strategic Business Case recognises that even when taking a more orderly approach to development, investment is required to address needs that have arisen from sustained growth in GPOP over the past few years and from the pipeline of approved developments across many precincts in GPOP.

This investment is considered necessary ahead of a more focused investment program to support precincts in the Sequencing Plan – Phase 1.

## 50 Proposed actions for GOP

Table 3: Proposals across GOP – Subject to further investigation and funding decisions

Sector	Outcome	Proposals	Liveability, productivity and sustainability			
			Jobs, education and housing	30-minute city	Walkable places	Addressing urban heat
Environment and water (green/blue infrastructure)	<ul style="list-style-type: none"> <li>Increased urban tree canopy, more shade</li> <li>Improved links between CBDs, major places of activity and open space</li> <li>Upgraded historic features</li> <li>Richer urban experience within GOP</li> <li>Better connections across the Green Grid</li> <li>Improved links to connect centres</li> <li>Reduction in ambient temperatures and mitigation of the heat island effect</li> <li>Supporting optimal outdoor learning and student experiences</li> <li>Improved air quality</li> </ul>	<ul style="list-style-type: none"> <li>Parramatta Park upgrades:               <ul style="list-style-type: none"> <li>the Bowling Greens Precinct</li> <li>the Gardens Precinct</li> </ul> </li> </ul>	●	●	●	●
		<ul style="list-style-type: none"> <li>New and upgraded Green Grid links and urban tree cover at Sydney Olympic Park</li> </ul>			●	●
		<ul style="list-style-type: none"> <li>New tree canopy at school sites across GOP</li> </ul>	●			●
Cultural infrastructure	<ul style="list-style-type: none"> <li>Placing schools at the heart of communities</li> <li>Making use of valuable school assets outside of school hours</li> <li>Improving access to cultural infrastructure</li> <li>Creating new space for community expression and for local artists and creatives</li> <li>Providing places where arts and culture can be shared and enjoyed</li> </ul>	<ul style="list-style-type: none"> <li>Joint-use cultural facilities at selected GOP schools</li> </ul>	●			
		<ul style="list-style-type: none"> <li>New arts and cultural facilities for Parramatta Artist Studios and Gallery, Parramatta Digital and Performance Centre</li> </ul>	●			
Education	<ul style="list-style-type: none"> <li>Supporting optimal learning and student performance</li> <li>Providing quality education to meeting the needs of a growing student population</li> <li>Enabling future focused learning</li> </ul>	<ul style="list-style-type: none"> <li>New High School for Sydney Olympic Park and surrounds</li> <li>Redevelopment at Pendle Hill High School</li> <li>Primary and Secondary School proposals servicing:               <ul style="list-style-type: none"> <li>Wentworthville Precinct</li> <li>Granville Precinct</li> <li>Melrose Park Precinct</li> <li>Wentworth Point Precinct</li> <li>Carlingford Precinct</li> <li>Westmead South Precinct</li> <li>Sydney Olympic Park Precinct</li> </ul> </li> </ul>	●			
Housing	<ul style="list-style-type: none"> <li>Accessible and affordable social housing</li> <li>More social housing for those unable to obtain housing through the private rental market due to social and financial disadvantage</li> <li>Providing a critical safety net for the most vulnerable members of our community</li> </ul>	<ul style="list-style-type: none"> <li>Social housing renewal / expansion at:               <ul style="list-style-type: none"> <li>Ermington</li> <li>Melrose Park</li> </ul> </li> </ul>	●			

Sector	Outcome	Proposals	Liveability, productivity and sustainability			
			Jobs, education and housing	30-minute city	Walkable places	Addressing urban heat
Justice	<ul style="list-style-type: none"> <li>A safe GPOP community</li> <li>Enhanced feelings of community safety</li> <li>Avoided costs from asset loss</li> <li>Efficient justice and emergency management services to meet the needs of people</li> </ul>	<ul style="list-style-type: none"> <li>Parramatta Justice Precinct Master Planning and Expansion</li> </ul>	●		●	
		<ul style="list-style-type: none"> <li>Police Station upgrades at:               <ul style="list-style-type: none"> <li>Ermington</li> <li>Granville</li> </ul> </li> </ul>	●			
Transport	<ul style="list-style-type: none"> <li>A well-connected and accessible GPOP</li> <li>Supporting the realisation of GPOP as a 30-minute city</li> <li>Instigating a mode shift away from a car-centric GPOP</li> <li>Connecting centres with walking and cycling infrastructure</li> <li>Making GPOP a walkable city and making walking an attractive transport choice for short trips under two kilometres</li> <li>Future-proofing corridors to enable better movement and amenity</li> <li>Provisioning future road-space re-allocation to meet growing public transport demand</li> <li>Supporting efficient and reliable movement of freight and services</li> <li>More efficient transport with reduced transport carbon emissions</li> </ul>	<ul style="list-style-type: none"> <li>Bus route and corridor improvements:               <ul style="list-style-type: none"> <li>Victoria Road</li> <li>Parramatta to Macquarie Park</li> </ul> </li> </ul>	●	●	●	
		<ul style="list-style-type: none"> <li>Active transport improvements               <ul style="list-style-type: none"> <li>crossings of T9 Northern line</li> <li>north-south regional cycleway at Granville</li> <li>connection improvements along sections of Parramatta Light Rail Stage 1 corridor</li> </ul> </li> </ul>		●	●	
		<ul style="list-style-type: none"> <li>Future road and transport upgrades:               <ul style="list-style-type: none"> <li>on approach to Parramatta CBD along Church Street, Cumberland Highway, Great Western Highway and Windsor Road</li> <li>Parramatta Road and James Ruse Drive</li> <li>Parramatta Outer Ring Road upgrade investigation</li> </ul> </li> </ul>	●	●	●	
		<ul style="list-style-type: none"> <li>Travel demand management:               <ul style="list-style-type: none"> <li>technology solutions including on-demand travel</li> </ul> </li> </ul>	●	●	●	

## 52 Proposed actions for GPOP

**Proposed action 5: Short to medium term infrastructure priorities for Sequencing Plan – Phase 1.**

These service and infrastructure priorities have been identified for the short to medium term (the next five to

10 years plus) to support the Sequencing Plan – Phase 1, as shown in Table 4.

As indicated above, these priorities remain subject to further planning work and subsequent government funding decisions.

**Table 4:** Proposals aligned to Phase 1 – Subject to further investigation and funding decisions

Sector	Outcome	Proposals	Liveability, productivity and sustainability			
			Jobs, education and housing	30-minute city	Walkable places	Addressing urban heat
Environment and water (green/blue infrastructure)	<ul style="list-style-type: none"> <li>Increased urban tree canopy, more shade</li> <li>Improved links between CBDs, major places of activity and open space</li> <li>Upgraded historic features</li> <li>Richer urban experience within GPOP</li> <li>Better connections across the green grid</li> <li>Improved links to connect centres</li> <li>Reduction in ambient temperatures and mitigation of the heat island effect</li> </ul>	<ul style="list-style-type: none"> <li>Parramatta Park upgrades:               <ul style="list-style-type: none"> <li>Biodiversity and Parramatta Riverbanks works</li> <li>Bridges over the Parramatta River</li> <li>Paddocks Precinct</li> <li>People's Loop</li> <li>Wisteria Gardens</li> </ul> </li> </ul>	●	●	●	●
	<ul style="list-style-type: none"> <li>Enabling greater circularity of water through a sustainable source</li> <li>Diversified Greater Sydney's water supply</li> <li>Contribution to urban cooling and greening outcomes at an optimal cost</li> <li>A GPOP more resilient to drought and climate change impacts</li> <li>Healthier waterways through improvements to treated water</li> </ul>	<ul style="list-style-type: none"> <li>Recycled water network for new homes, businesses and open space</li> <li>Resource recovery facility to provide recycled water</li> </ul>	●			●
Cultural infrastructure	<ul style="list-style-type: none"> <li>Improving access to cultural infrastructure</li> <li>Creating new space for community expression and for local artists and creatives</li> <li>Providing places where arts and culture can be shared and enjoyed</li> </ul>	<ul style="list-style-type: none"> <li>Parramatta Indigenous Centre for STEM Excellence</li> <li>Contribution to library expansions at Ermington and Telopea</li> </ul>	●			
			●			
Education	<ul style="list-style-type: none"> <li>Supporting optimal learning and student performance</li> <li>Providing quality education to meeting the needs of a growing student population</li> <li>Enabling future focused learning</li> </ul>	<ul style="list-style-type: none"> <li>Primary and Secondary School proposals servicing:               <ul style="list-style-type: none"> <li>Wentworthville Precinct</li> <li>Shorts Corner Precinct</li> <li>Carlingford Precinct</li> <li>Telopea-Oatlands Precinct</li> <li>Westmead Health Precinct</li> <li>Carter Street Precinct</li> </ul> </li> </ul>	●			

Sector	Outcome	Proposals	Liveability, productivity and sustainability			
			Jobs, education and housing	30-minute city	Walkable places	Addressing urban heat
Health	<ul style="list-style-type: none"> <li>Improving access to world class healthcare and research facilities</li> <li>Delivering high quality health outcomes for the GPOP community</li> </ul>	<ul style="list-style-type: none"> <li>Integrated Mental Health Complex at Westmead</li> </ul>		●		
Housing	<ul style="list-style-type: none"> <li>Accessible and affordable social housing</li> <li>More social housing for those unable to obtain housing through the private rental market due to social and financial disadvantage</li> <li>Providing a critical safety net for the most vulnerable members of our community</li> </ul>	<ul style="list-style-type: none"> <li>Social housing renewal / expansion at:               <ul style="list-style-type: none"> <li>Carlingford</li> <li>Parramatta North</li> <li>Rydalmere-Dundas</li> <li>Westmead South</li> <li>Westmead Health</li> <li>Wentworthville</li> </ul> </li> </ul>	●			
Justice	<ul style="list-style-type: none"> <li>A safe GPOP community</li> <li>Enhanced feelings of community safety</li> <li>Avoided costs from asset loss</li> <li>Efficient justice and emergency management services to meet the needs of people</li> </ul>	<ul style="list-style-type: none"> <li>Fire Station upgrades at:               <ul style="list-style-type: none"> <li>Wentworthville</li> <li>Rydalmere</li> </ul> </li> </ul>	●			
Transport	<ul style="list-style-type: none"> <li>A well-connected and accessible GPOP</li> <li>Supporting the realisation of GPOP as a 30-minute city</li> <li>Instigating a mode shift away from a car-centric GPOP</li> <li>Connecting centres with walking and cycling infrastructure</li> <li>Making GPOP a walkable city and making walking an attractive transport choice for short trips under two kilometres</li> <li>Future-proofing corridors to enable better movement and amenity</li> <li>Provisioning future road-space re-allocation to meet growing public transport demand</li> <li>Supporting efficient and reliable movement of freight and services</li> <li>More efficient transport with reduced transport carbon emissions</li> </ul>	<ul style="list-style-type: none"> <li>Bus route and corridor improvements:               <ul style="list-style-type: none"> <li>public transport priority improvements along Church Street in Parramatta South on approach to Parramatta CBD</li> <li>Parramatta to Macquarie Park via Epping</li> <li>Parramatta Road</li> <li>Parramatta to Castle Hill</li> </ul> </li> <li>Transport interchange upgrades at:               <ul style="list-style-type: none"> <li>Parramatta CBD</li> <li>Westmead Station</li> </ul> </li> </ul>	●	●	●	
		<ul style="list-style-type: none"> <li>Active transport improvements:               <ul style="list-style-type: none"> <li>pedestrian bridge over Hill Road</li> <li>cycleway improvements between Westmead and Parramatta North on approach to Parramatta CBD</li> </ul> </li> </ul>		●	●	●
		<ul style="list-style-type: none"> <li>Travel demand management:               <ul style="list-style-type: none"> <li>technology solutions including on-demand travel</li> </ul> </li> </ul>	●	●	●	

## 54 Proposed actions for GPOP

The PIC Pilot took a much longer-term view than the Strategic Business Case in setting a pathway that could realise the vision for GPOP, initially through the 'Transformative' Scenario 3 and then through the 'Visionary' Scenario 4.

To work toward the 'Visionary' Scenario 4, we will need to continue focusing our collaborative efforts on:

- enhancing and/or creating extensive green and blue corridors along the Parramatta River and its tributaries for walking and cycling to ensure GPOP continues to evolve into a truly vibrant, healthy and inclusive place.
- ensuring a sustainable water source is available for greening and cooling, including irrigation for GPOP's network of parks, green links and street trees, as the city becomes increasingly urbanised.
- transforming and integrating water, waste and energy in Camellia and surrounds, leveraging existing activities and preparing for future needs as the Central City grows, to reduce our environmental impact.
- ensuring that infrastructure in the GPOP area is resilient to the impacts of a changing climate.
- creating visionary cultural infrastructure beyond the new Powerhouse Precinct, supported by ongoing programming for high-quality cultural events to ensure it is a place in which the arts are present and celebrated in daily life, such as in educational and community facilities.
- transforming the accessibility of GPOP, via north-south and east-west links, as more dynamic hubs are created in Parramatta CBD-Parramatta North-Westmead, and last-mile services are explored to connect people to the transport network.



### Tell us what you think

- Do you understand why we need to sequence development in GPOP?
- Do you have feedback on the sequencing plan?
- Have we missed anything?

See Section 7 on how you can provide your feedback to the Commission.

## 6 Realising the PIC proposals

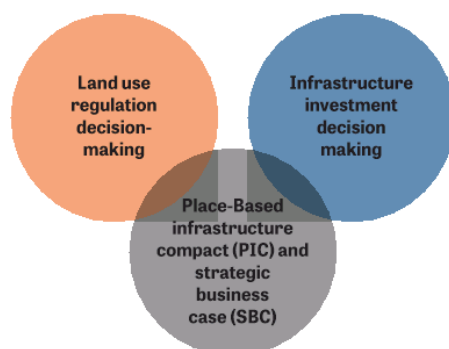
### 6.1 Aligning decision-making

The intent of the PIC model is to better integrate land use and infrastructure investment decision-making processes of the NSW Government and provide greater certainty to the community and the development industry.

Strategic land use decisions often precede the infrastructure capital investment plans of government agencies and project business case processes for funding. Consequently, decisions on infrastructure investment often are outpaced by the selection of new areas and precincts for growth.

Figure 25 illustrates how the PIC and Strategic Business Case conceptually bring together land use and infrastructure decision-making practices. This is fundamental to driving and delivering better place-based outcomes for communities.

**Figure 25:** Linking land use and infrastructure decision-making of government through the PIC and Strategic Business Case



To implement the PIC and Strategic Business Case, it is essential for NSW Government agencies, utility providers and local councils to work together with the community, the development industry and other stakeholders. This needs to include consideration of who contributes to infrastructure, how much they contribute and what for.

Subject to your feedback and the NSW Government's adoption of recommendations made by the Commission, the next steps for implementation would involve:

- Amendments to strategic and statutory plans
- Finalisation of business cases for State agencies capital investment plans and NSW government budget processes
- Keeping the PIC up-to-date
- Monitoring and reporting on performance indicators

There are also opportunities to complete more PICs in high-transformation areas in Greater Sydney using the same method, enabling us to do comparative analysis.

This would allow early consideration in strategic planning processes of where growth can be most cost-effectively supported by the provision of infrastructure and help us create great places for people.

### 6.2 Strategic and statutory plans

The Region Plan describes the hierarchy of plans and the role of planning authorities in Greater Sydney. This is the basis for setting out the hierarchy of plans relevant to GPO, as shown in Figure 26.

Consistent with this hierarchy of plans, should the proposed actions in this Paper be taken further, the Central City District Plan would require amendment, and this would involve further public consultation.

All other statutory and non-statutory plans would then need to be amended and updated to align with the Central City District Plan, including the Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (ILUIIP) (2018) and Local Environmental Plans.

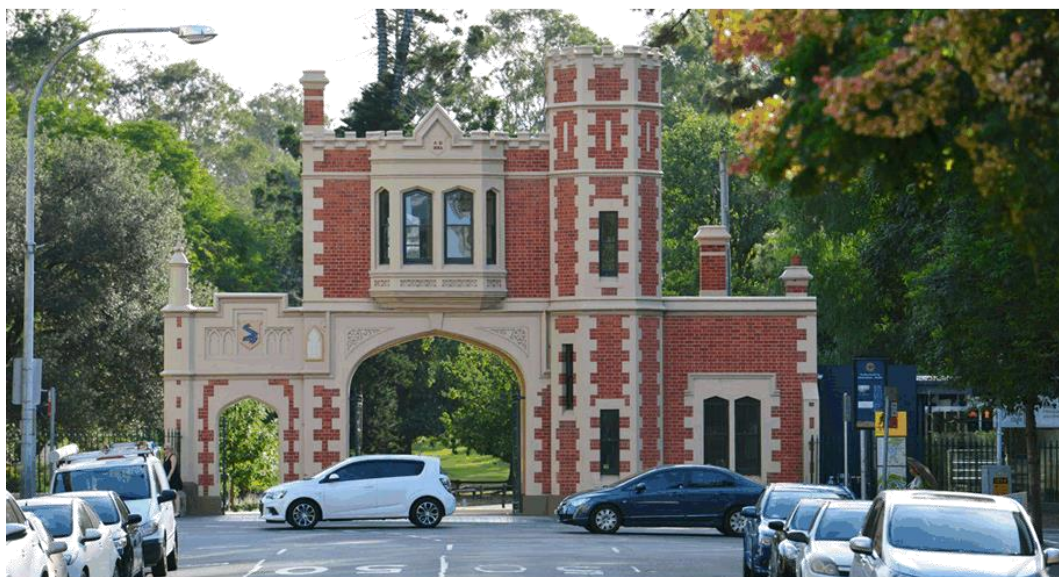
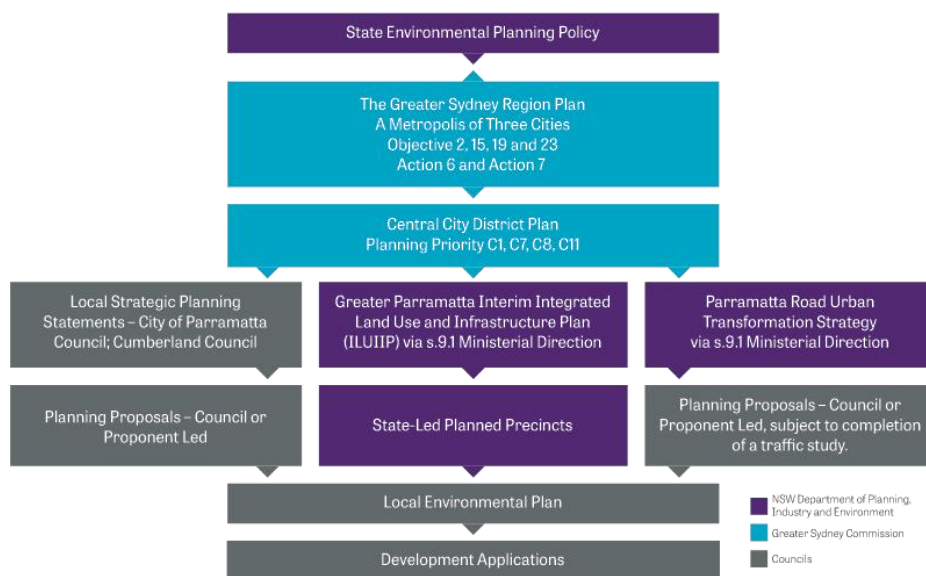
Implications, if any, for the *Parramatta Road Corridor Urban Transformation Strategy* (2015) would also need to be considered.

All councils in Greater Sydney are currently preparing their Local Strategic Planning Statements, Housing Strategies and Local Environmental Plan Reviews, in consultation with their local communities.



## 56 Realising the PIC proposals

**Figure 26:** Hierarchy of strategic and statutory plans relevant to GPOP



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The greater part of GPOP lies in the City of Parramatta Council and Cumberland Council areas, and they are working to meet NSW Government timeframes to have this work completed by mid-2020, to give effect to the current District Plans.

In seeking feedback on the PIC Pilot, the Commission will engage closely with the City of Parramatta and Cumberland Councils to ensure feedback they have received about GPOP is appropriately considered.

### 6.3 Keeping the PIC up-to-date

To ensure the work undertaken in a PIC continues to be relevant, it would need to be reviewed at least every five years:

- as land use plans are updated and development occurs
- at a point where city shaping infrastructure decisions are made
- if market conditions or community preferences change.

The new purpose-built 'Co.Lens' tool, developed as part of the PIC model, integrates land-use forecasts, infrastructure needs and costings, enabling them to be readily updated in collaboration with all the partners involved in the process.

### 6.4 Monitoring and reporting

The performance of GPOP is to be monitored using the four indicators in *The Pulse of Greater Sydney: Measuring what matters in the Metropolis*. This is outlined as a key concept below. These four indicators are:

- P1 – Jobs, education and housing
- P2 – 30-minute city
- P3 – Walkable places
- P4 – Addressing urban heat

The proposed infrastructure priorities outlined on page 49 to 53 relate to, and contribute to, these four performance indicators.



#### Tell us what you think

- How do we make sure the proposed actions from the Place-based Infrastructure Compact are delivered?
- What level of transparency should there be around infrastructure planning and delivery in places undergoing significant change and growth?
- How can we keep you up to date with delivering the PIC proposals?

See Section 7 on how you can provide your feedback to the Commission.

### Measuring what matters

The PIC Pilot in GPOP can make a significant contribution to the outcomes being monitored in *The Pulse of Greater Sydney*, released by the Commission in July 2019.

There are four performance indicators, developed in consultation with the people of Greater Sydney, to measure progress:

1. **Jobs, education and housing:** Monitoring where the places for jobs, education and housing are located, with the goal of better aligning jobs and education alongside population growth, and housing types that respond to changing community needs.
2. **30-minute city:** Measuring efforts to improve connectivity and enable a public transport network

that connects a greater number of residents within 30 minutes of where they live, to jobs, education and services in metropolitan and strategic centres.

3. **Walkable places:** Recognising that a walkable city contributes to a liveable and healthier city, looking at both the extent of walking as a mode of transport generally and walking to and from different destinations.
4. **Addressing urban heat:** Valuing the contribution of green infrastructure including tree canopy, vegetation, and waterways in reducing the impact of extreme heat on people's health and improving local amenity.



Key  
Concept

## 7 Where to from here?

This PIC Pilot marks the start of a place-based approach to developing GPOP and other areas in Greater Sydney that are experiencing significant transformation.

Community and stakeholder feedback will help inform the Commission's recommendations to the NSW Government for its consideration.

### 7.1 How are we consulting?

We want to ensure people in GPOP and Greater Sydney are informed and can give us feedback on the PIC Pilot.

We will actively engage with representative groups, industry, local councils and the community to listen and understand people's thoughts and insights into the PIC method and the outcomes of the Pilot in GPOP.

We will engage through round-table discussions, briefings and information drop-in sessions, as well as online and via focus groups and deliberative forums.

Details of key drop-in sessions and forums will be available on the Commission's website.

### 7.2 How can you give us feedback?

The Commission values and encourages the input of the community, business and the development industry.

We now want to give everyone an opportunity to give us their feedback.

Tell us what we got right, what we missed and what we should add. We will be inviting your response to the PIC Pilot from 7 November until 18 December 2019.

You can go to the Commission website to learn more about our work, give us your feedback, or attend a feedback session.

### 7.3 Contact details

For more information

Website: [www.greater.sydney](http://www.greater.sydney)

Phone: 1800 617 681

Address: Greater Sydney Commission  
PO Box 252 Parramatta NSW 2150

We look forward to hearing your feedback.

**Greater Sydney Commission**

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## Council Meeting

11/12/2019

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Item No	8.11
Subject	<b>Development of Bayside's Water Management Strategy</b>
Report by	Michael McCabe, Director City Futures
File	SF18/22

---

## Summary

Bayside Council's draft Water Management Strategy is a strategic document that will guide Council's water management agenda over the next ten years, setting six goals and establishing an action plan. The draft strategy has been developed based on input from a wide range of Council staff to respond to the key water management challenges facing Council today. This report seeks Council endorsement to place this Strategy on public exhibition until Friday 7 February 2020 to obtain community feedback which will help finalise this Strategy.

---

## Officer Recommendation

That Council endorses the draft Bayside Water Management Strategy to go on public exhibition until Friday, 7 February 2020.

---

## Background

The Bayside Council area is surrounded and bisected by creeks, rivers and wetlands. The Georges River forms the southern boundary and the Cooks River divides the council area in two. Botany Bay is the key receiving water and an important recreational water body for residents of the LGA and beyond.

A recent community survey undertaken for the development of the Bayside Local Strategic Planning Statement found that the community ranked "High quality natural environment" as the third-most important issue for Bayside, behind "Good public transport" and "Safety day and night". 69% of respondents ranked a high quality natural environment as very important, and a further 27% ranked it as important. The natural environment (specifically "parks, green spaces and the beach, natural environment and bushland, greenery in general") featured prominently among the top things people like about their suburb, and want to stay in the future.

In recognition of the importance of Bayside's waterways, as well as providing an opportunity to improve Bayside's management of water in a changing climate, a draft water management strategy has been developed (Attachment 1). The strategy respond to the key water management challenges facing Council today including managing flooding, improving water quality and reducing water consumption. It establishes a plan that will steer Bayside Council towards a 2030 vision for water management in the LGA:

***Bayside's waterways and foreshores are healthy, its water management systems and infrastructure are smart and resilient, and the community is actively engaged in water management***

To work towards this vision, the draft Strategy sets six specific goals, which are listed below.

<b>Key themes</b>	<b>Goals for 2030</b>
<b>Community</b>	The Bayside community is actively engaged in water management
<b>Organisation</b>	Bayside is recognised as a Water Smart City
<b>Flooding and drainage</b>	Improve flood risk management and drainage outcomes
<b>Waterways and foreshore</b>	Improve the waterways and foreshores of Bayside LGA
<b>Groundwater</b>	Improve Council's management of groundwater resources, including the Botany Sands Aquifer, and advocate for its protection
<b>Water use and consumption</b>	No net increase in Council or total LGA water use in 2030, compared to 2016 baseline levels

Each of these goals has a number of actions assigned to them. The implementation of these actions will guide Council in reaching its vision for sustainable water management.

The implementation of this Strategy will also help Council meet a number of State and Bayside objectives including:

### **Eastern City District Plan**

Planning Priority E14. Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways

Planning Priority E19. Reducing carbon emissions and managing energy, water and waste efficiently

Planning Priority E20. Adapting to the impacts of urban and natural hazards and climate change

### **Eastern City District Green Grid Priorities**

#### The Cooks River Open Space Corridor

Will become a regionally significant parkland corridor, improving water quality and providing high quality open space with links to nearby centres including Strathfield, Sydney Olympic Park, Campsie, Canterbury, Dulwich Hill, Marrickville and Wolli Creek.

### Wolli Creek Regional Park and Bardwell Valley Parklands

It will provide open space for recreation, walking and cycling trails, connect patches of ecologically significant vegetation and improve water quality and stormwater management.

### Mill Stream and Botany Wetlands Open Space Corridor

The corridor is home to two regionally rare vegetation communities, the Sydney freshwater wetlands and the Eastern Suburbs banksia scrub. Public use and access along this corridor is limited, and this project presents a significant opportunity for improved north-south access and cross-district access.

### Rockdale Wetlands Open Space Corridor

Will create a connected open space corridor for walking, cycling and greening the urban environment. It will also protect and enhance the important hydrological and ecological assets of the corridor.

## **Resilient Sydney - A strategy for City Resilience 2018**

Action 14: Support a flexible and resilient water cycle

## **Bayside 2030 Community Strategic Plan**

Waterways and green corridors are regenerated and preserved.

We are prepared for climate change.

## **Bayside draft Local Strategic Planning Statement**

Action 20.9 Finalise, adopt and commence implementation of Bayside's Water Management Strategy.

---

## **Financial Implications**

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

---

## **Community Engagement**

Bayside's 2018-2030 Community Strategic Plan identifies amongst its strategic directions that "Waterways and green corridors are regenerated and preserved". At a recent community survey undertaken for the development of the Bayside Local Strategic Planning Statement found that the community ranked "High quality natural environment" as the third-most important issue for Bayside, behind "Good public transport" and "Safety day and night". 69% of respondents ranked a high quality natural environment as very important, and a further 27% ranked it as important.

It is anticipated that if Council approve the public exhibition of the Strategy it will go on public exhibition until 7 February 2020.

---

### **Attachments**

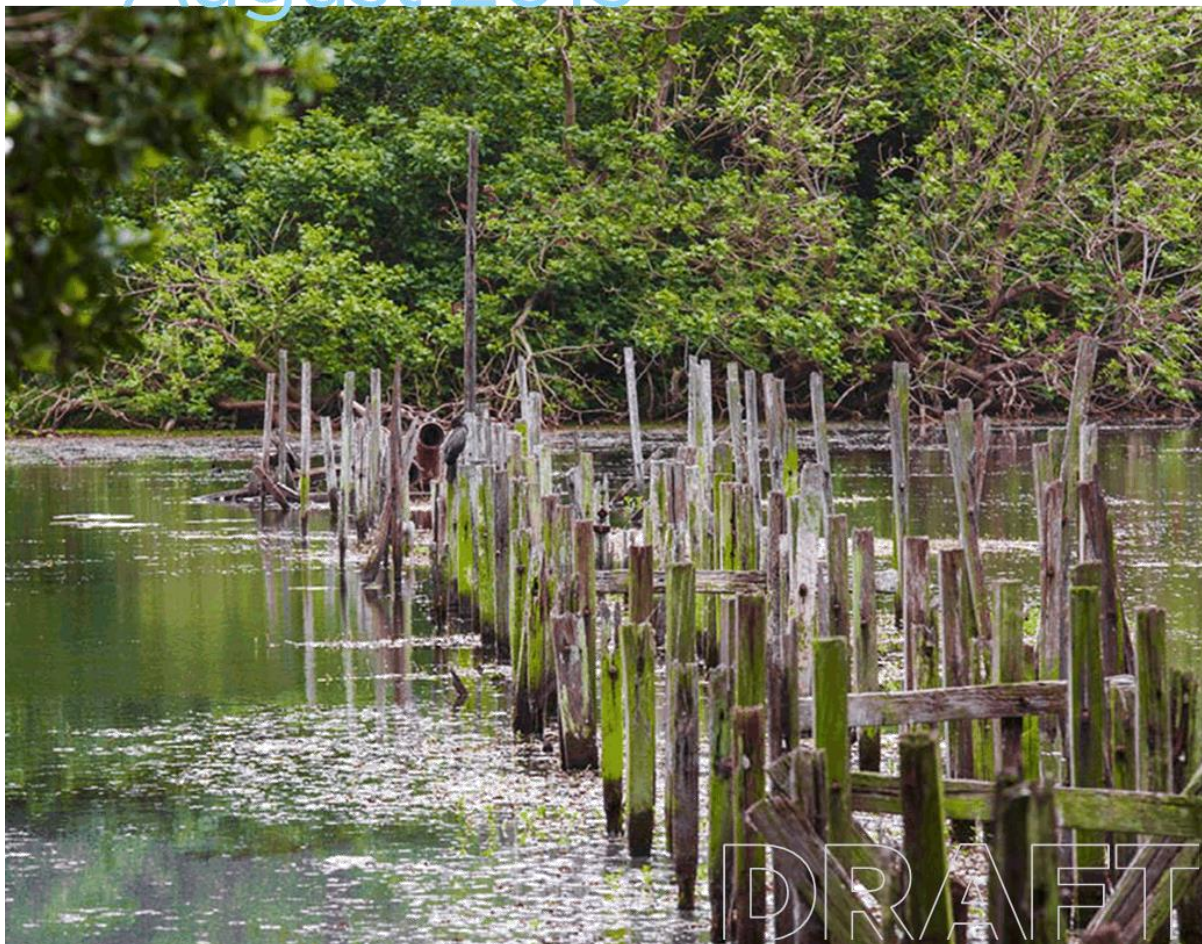
Draft Bayside Water Management Strategy [↓](#)





# **WATER MANAGEMENT STRATEGY**

August 2019



**Bayside Water Management Strategy****Project number:** 0722SYD**Date:** July 2019**Studio:** Sydney**Report Contact:** Alexa McAuley[www.mcgregorcoxall.com](http://www.mcgregorcoxall.com)

Prepared August 2019  
Bayside Water Management Strategy  
Enquiries: [bayside@bayside.nsw.gov.au](mailto:bayside@bayside.nsw.gov.au)

**Telephone Interpreter Services - 131 450**

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# DRAFT VISION FOR 2030

Bayside's waterways and foreshores are healthy, its water management systems and infrastructure are smart and resilient, and the community is actively engaged in water management







# Introduction

## BAYSIDE COUNCIL'S WATER MANAGEMENT STRATEGY HAS BEEN PREPARED TO DRIVE COUNCIL'S WATER MANAGEMENT AGENDA OVER THE NEXT TEN YEARS, SETTING SIX GOALS AND ESTABLISHING AN ACTION PLAN

The strategy has been developed based on input from a wide range of Council staff, to respond to the key water management challenges facing Council today, and establish a plan that steers the organisation towards their vision for water management in the LGA in 2030:

***Bayside's waterways and foreshores are healthy, its water management systems and infrastructure are smart and resilient, and the community is actively engaged in water management***

To work towards this vision, the Strategy sets six specific goals, which are listed in Table 1 below.

The Water Management Strategy is structured around each of these goals. Under each goal, the strategy:

- ▶ Explains the meaning of the goal
- ▶ Includes specific quantifiable targets
- ▶ Identifies actions to be taken, and their priority
- ▶ Identifies a budget and responsibility for each action

This document also includes:

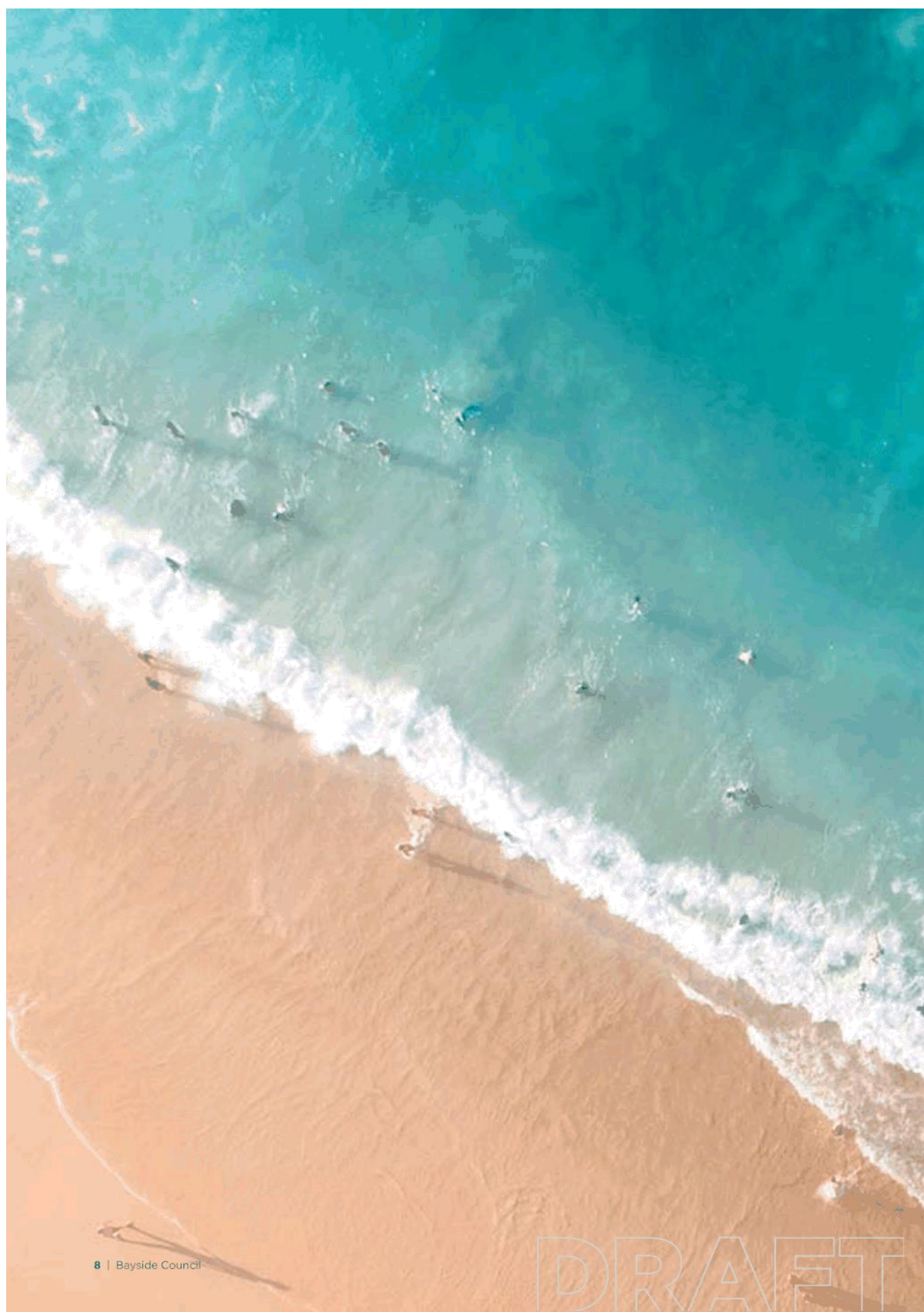
- ▶ Introductory sections which set the context, in terms of the need for and purpose of the strategy
- ▶ A high-level stakeholder engagement plan

**Table 1:** Bayside Water Management Strategy Goals

KEY THEMES	GOALS FOR 2030
<b>Community</b>	The Bayside community is actively engaged in water management
<b>Organisation</b>	Bayside is recognised as a Water Smart City
<b>Flooding and drainage</b>	Improve flood risk management and drainage outcomes
<b>Waterways and Foreshore</b>	Improve the waterways and foreshores of Bayside LGA
<b>Groundwater</b>	Improve Council's management of groundwater resources, including the Botany Sands Aquifer, and advocate for its protection
<b>Water use and consumption</b>	No net increase in Council or total LGA water use in 2030, compared to 2016 baseline levels

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Bayside Water Strategy 2019 | 7





# NEED FOR THIS STRATEGY

**WATERWAYS FEATURE AT THE HEART OF BAYSIDE LGA, SUPPORTING IMPORTANT ECOSYSTEMS AND COMMUNITY ACTIVITIES. HOWEVER NOT ALL BAYSIDE'S WATERWAYS ARE IN GOOD HEALTH, AND COUNCIL FACES CRUCIAL WATER MANAGEMENT CHALLENGES IN THE NEXT TEN YEARS**

The Bayside Council area is surrounded and bisected by creeks, rivers and wetlands. The Georges River forms the southern boundary and the Cooks River divides the council area in two. Botany Bay (Figure 1) is the key receiving water and an important recreational water body for residents of the LGA and beyond.

A string of remnant wetlands known as the "Rockdale Wetlands Corridor" runs south from the Cooks to the Georges, while another set of wetlands, connected by an aquifer to Centennial Park, runs north east from the airport along Mill Pond Creek. There are also several other creeks and wetlands that drain into Botany Bay through the LGA, including Bardwell Creek, Wolli Creek (Figure 2), Alexandra Canal and Springvale Drain. These waterways and wetlands are shown in Figure 3.

While many of these waterways have been significantly modified since colonisation and urbanisation, they are still valued by the community as places for recreation and connection with nature, as well as for their intrinsic environmental values.

Bayside's 2018-2030 Community Strategic Plan identifies amongst its strategic directions that "Waterways and green corridors are regenerated and preserved".

A recent community survey undertaken for the development of the Bayside Local Strategic Planning Statement found that the community ranked "High quality natural environment" as the third-most important issue for Bayside, behind "Good public transport" and "Safety day and night". 69% of respondents ranked a high quality natural environment as very important, and a further 27% ranked it as important. The natural environment (specifically "parks, green spaces and the beach, natural environment and bushland, greenery in general") featured prominently among the top things people like about their suburb, and want to stay in the future

**Figure 1:** Botany Bay



**Figure 2:** Paddling on Wolli Creek (photo credit NSW River Canoe Club)



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Figure 3: Waterways of Bayside LGA



Bayside's 2019 "Background on Environmental Issues" discussion paper (Elton 2019) provides more detail on the environmental issues facing Bayside Council, and the community perspective on these issues. The eight issues identified in the discussion paper are listed in Table 2. Most of the eight issues explored in the document have strong links with water management, as shown in Table 2.

In a 2018 review of Council's water management practices, six key challenges were identified for water management in Bayside. These relate to physical and environmental factors which are creating water resource and management pressures within the Bayside LGA.

The key challenges are:

- ▶ Groundwater contamination and restrictions on groundwater extraction
- ▶ Increasing impacts of coastal erosion
- ▶ Ongoing challenges managing flooding in low-lying areas, and drainage systems which are tidally affected
- ▶ Impacts of significant development – sediment loads from construction are a particular concern
- ▶ Increasing pressure on open space, particularly sports fields – and therefore increasing irrigation demands
- ▶ Chronic water quality problems in waterways and the Bay, largely linked to past contamination

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**Table 2: Bayside's environmental issues and critical water management challenges, and ways in which this strategy addresses each challenge**

ENVIRONMENTAL ISSUES IN BAYSIDE (ELTON 2019)	WATER MANAGEMENT IMPLICATIONS	SPECIFIC CHALLENGES	RISKS TO THE BAYSIDE COMMUNITY AND ENVIRONMENT	HOW THIS STRATEGY RESPONDS
<b>Climate change adaptation and community resilience</b>	Increased storm events and sea-level rise are likely to increase the severity of localised flooding and coastal erosion  Severe climate events are also predicted to impact Bayside's existing high groundwater tables, increasing urban flooding and the potential for contaminants to reach surface waters	Increasing impacts of coastal erosion	Loss of amenity at beaches	<b>Goal 4</b> aims to improve Bayside's waterways and foreshores, including actions to address the impacts of coastal erosion. Lady Robinsons Beach is a particular focus
			Loss of coastal vegetation and habitat	
			Coastal infrastructure at risk of damage	
			Increased sedimentation in Botany Bay	
<b>Resource efficiency</b>	Conserving water resources is a key priority, including increasing water efficiency and identifying options to recycle and reuse stormwater	Ongoing challenges managing flooding in low-lying areas and tidally affected drainage systems	Increased frequency and severity of flooding, blocking roads and pathways, depositing silt and debris and causing property damage	<b>Goal 3</b> is focused on flooding inundation and drainage, and includes actions to progress floodplain management and mitigation works
			More siltation in drainage systems	
			Increasing demand for water will increase Council's water bills	
			Fields irrigated with drinking water will be exposed to water restrictions in times of drought	

ENVIRONMENTAL ISSUES IN BAYSIDE (ELTON 2019)	WATER MANAGEMENT IMPLICATIONS	SPECIFIC CHALLENGES	RISKS TO THE BAYSIDE COMMUNITY AND ENVIRONMENT	HOW THIS STRATEGY RESPONDS
<b>Waterways</b>	Bayside's waterways are a key part of Greater Sydney's Blue Grid, with high social and environmental value	Impacts of significant development – sediment loads from construction are a particular concern	Poorly managed building sites generate high sediment loads, which wash off into drainage systems and waterways when it rains	<b>Goal 2</b> aims to improve organisational capacity, including capacity for development assessment and compliance
<b>Green corridors, open spaces and urban tree canopy</b>	Bayside's green corridors are aligned with waterways – refer to Figure 3  High quality open space and a healthy tree canopy also rely on water		Permanent or temporary basement dewatering also presents the risk of pumping out poor quality groundwater into the drainage system, where it is conveyed to waterways	<b>Goal 4</b> aims to improve Bayside's waterways and foreshores, including actions to address water quality at key sites
<b>Biodiversity</b>	Bayside's biodiversity corridors are also aligned with waterways and the Botany Bay foreshore	Chronic water quality problems in waterways and the Bay, largely linked to past contamination	Chronic water quality problems are likely to persist unless the sources and movement of contaminants can be addressed	<b>Under Goal 4</b> there are a specific set of actions to improve catchment management in new development

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ENVIRONMENTAL ISSUES IN BAYSIDE (ELTON 2019)	WATER MANAGEMENT IMPLICATIONS	SPECIFIC CHALLENGES	RISKS TO THE BAYSIDE COMMUNITY AND ENVIRONMENT	HOW THIS STRATEGY RESPONDS
Land contamination	Groundwater contamination is a key issue for Bayside, which is linked with both water supply and surface water quality. Acid sulphate soils are also common in the LGA, with water quality implications	Groundwater contamination and restrictions on groundwater extraction	Residential groundwater extraction from the Botany Sands Aquifer has already been banned  Bayside Council still relies heavily on groundwater for irrigation. If Council is required to use drinking water for these areas, it would significantly increase Council's water bills, which could increase by up to 180%	Goal 5 focuses on groundwater management and identifies actions Council can take to improve the management of the Botany Sands Aquifer and other groundwater resources in the area
Air pollution	Many urban air pollutants also build up on impervious surfaces, from where they are washed into waterways in rain events			Actions to improve stormwater quality are included under Goal 4
Scenic and cultural landscapes	Bayside's coastline and riparian areas are defining features of the LGA. Places like Botany Bay and the Cooks River are culturally and scenically important			Goal 1 is focused on improving community engagement in water management. The cultural importance of waterways in the LGA is a strong starting point for engagement

# PURPOSE OF THIS STRATEGY

THIS STRATEGY AIMS TO ALIGN WATER MANAGEMENT ACTIVITIES ACROSS DIFFERENT SECTIONS OF COUNCIL, ESTABLISH WATER MANAGEMENT PRIORITIES AND FACILITATE ENGAGEMENT WITH RELEVANT STAKEHOLDERS

Water management responsibilities in Council are spread across numerous departments. Table 3 provides a reference list of the council departments involved in water management, with a description of each department's role.

Beyond Council, there are also many other organisations with water management roles in the LGA, including:

- ▶ Sydney Water is a major landowner in the LGA with responsibility for some large drainage systems. Sydney water also owns and manages water supply and wastewater networks
- ▶ Sydney Airport Corporation Limited (SACL) is a major land owner in the LGA, with responsibility for airport related drainage systems
- ▶ NSW Environmental Protection Agency (EPA) as the regulator responsible for the Protection of the Environment Operations Act, which includes provisions relating to point-source waterway pollution and groundwater contamination

- ▶ Beyond the foreshore, most of Botany Bay is managed by NSW State Government. Beachwatch sites are monitored by the NSW EPA and the NSW Roads and Maritime Services (RMS) are responsible for direct users of Botany Bay such as recreational boating and jet skiers
- ▶ NSW Fisheries has a role protecting fish habitat in some of Bayside's waterways
- ▶ NSW DPI Water manages groundwater licences

Another important feature of Bayside LGA at present are several significant State-led infrastructure projects, as well as significant private development.

With so many players, co-ordination between different sections of Council and different stakeholder organisations becomes an important factor in reaching Council's water management goals.

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# DELIVERING THE STRATEGY

**BAYSIDE FACES COMPLEX WATER MANAGEMENT CHALLENGES, BUT RESOURCES ARE LIMITED. REALISING THE 2030 VISION WILL REQUIRE A SMART, STRATEGIC APPROACH THAT BUILDS ON BAYSIDE'S STRENGTHS**

Bayside Council has existing budgets for water management, and is already working to improve water management on several fronts. Under each goal, this document highlights some of Council's recent achievements.

However Bayside's water management challenges are complex and realising the 2030 vision will require substantial action. Council's resources are limited, and actions need to be considered carefully to make the most of available resources.

Four main approaches have shaped the action plans proposed in this strategy:

## 1 VARIED ACTIONS FOR COMPLEX CHALLENGES

Complex problems lack clear or simple solutions, and therefore under each goal, a multi-pronged approach has been proposed. Tackling each goal on multiple fronts may spread Council's resources over more activities, however it also:

- Allows different departments and units within the organisation to play different roles that all work towards the same goals
- Enables a flexible approach where the focus can shift depending on resources and opportunities available

## 2 SMART ALLOCATION OF EXISTING RESOURCES

Actions proposed in this strategy consider where Council can apply existing resources to have the greatest effect.

This means:

- Actions that build on existing Council programs, processes and activities, at small marginal cost
- Actions likely to result in a clear 'win', such as on-ground works in critical areas
- Actions to build knowledge, so that future resource allocation can be based on better information
- Actions to build organisational capacity, where the investment is returned in a higher functioning organisation that is more prepared to tackle the next challenge

## 3 PURSUIT OF ADDITIONAL RESOURCES

The strategy includes actions to pursue additional funding for water management activities.

## 4 A COLLABORATIVE APPROACH

Council is one of many players in water management, and the chances of realising the 2030 vision will be improved if Council works collaboratively with the community and other stakeholders, so that:

- All are working consistently towards shared goals
- Each organisation undertakes actions most suited to their role and organisational capacity
- Everyone is learning from each other and building a shared capacity for improved water management

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Cooks River Bank Restoration Works at Wolli Creek

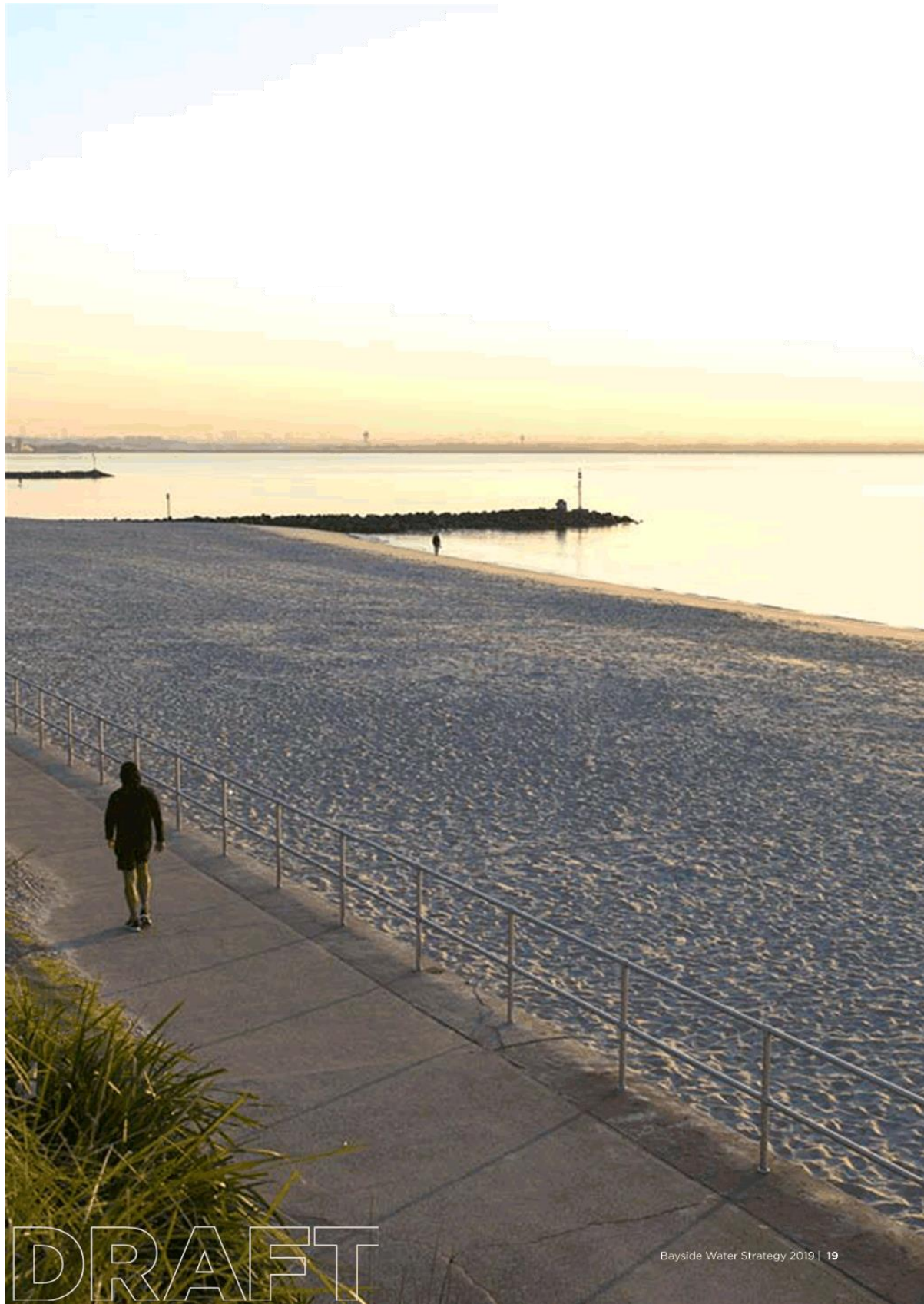


Figure 4: Bird life at Landing Lights Wetland (photo credit David Noble)



Figure 5: A strategic approach to water management in Bayside





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# THEME 1

## COMMUNITY

### GOAL 1: THE BAYSIDE COMMUNITY IS ACTIVELY ENGAGED IN WATER MANAGEMENT

As noted previously, a recent community survey in the Bayside LGA identified that a large proportion of the Bayside community sees a high quality natural environment as very important, and many of the environmental issues facing Bayside are strongly linked with water management.

Bayside's community includes residents, community organisations, government institutions, businesses and workers, developers and visitors to the area. Different sectors of the community have different roles, but all can play a part in water management.

A community actively engaged in water management means:

- ▷ A community with a high degree of awareness and understanding of water management issues in Bayside
- ▷ A community with improved perceptions of Council's water management achievements and positive outcomes
- ▷ Active community members taking a level of ownership over waterways – e.g. participating in environmental monitoring, restoration activities and planning for waterway improvements
- ▷ Active community members supporting Council's water management activities and driving the agenda for improved water management

#### **COUNCIL'S ROLE**

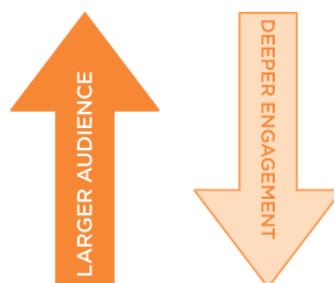
Council engages with the community at a range of levels, for example:

- Sharing information via media such as paper and electronic newsletters, social media, council's website
- Consultation on specific projects and initiatives via the "have your say" website and other channels
- Providing community grants
- Running community events
- Dealing with community enquiries and complaints

Therefore there are many ways in which Council can potentially facilitate more active community engagement in water management.

A well-designed community engagement strategy ideally works at a few levels, including:

- Providing information via various media channels
- Consulting to seek input or feedback on specific policies, plans or projects
- Active participation in planning,



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decision-making, workshops, etc.

- Partnership in environmental stewardship, citizen science, etc.

#### ACHIEVEMENTS TO DATE

- **Bushcare**  
Bayside Council co-ordinates community bushcare groups including groups at Lambert Road Reserve, Hawthorne Street, Binnamittalong Gardens, Sir Joseph Banks Park and Stotts Reserve.
- **Citizen Science**  
Bayside Council supports the Rockdale Flock birdwatching group with funding.
- **Community Water Sensitive Urban Design (WSUD) Workshop**  
Bayside Council has run community workshops on WSUD and water efficiency.
- **Collaborative Catchment Planning:**  
In 2009, Rockdale Council worked with the Cooks River Sustainability Initiative (CRSI), as well as Hurstville and Canterbury Councils, to prepare a collaborative subcatchment plan for the Upper Wolli Creek subcatchment, which straddles the three LGAs. The collaborative planning process involved community and other stakeholders taking part in vision sessions and planning forums to develop the catchment plan.
- **Activities and Engagement**  
Bayside Council runs public tours of Bayside's wetlands.

Bayside Council has strong and ongoing support for Clean Up Australia day activities. In 2018 Bayside Council's Clean Up Australia activities were a major success, particularly in waterways and foreshore areas with volunteers cleaning 4 beach areas and 2 rivers/creeks.

#### PROPOSED ACTIONS

To work towards a community actively engaged in water management, actions are proposed in four different areas. These represent four

different levels of community engagement:

- ▷ Providing information invites passive engagement with water management activities
- ▷ Consultation invites input or feedback, usually undertaken in relation to specific policies, plans or projects
- ▷ Active participation typically involves face-to-face engagement, which could include educational activities, or opportunities for more meaningful input into planning, design or decision making processes
- ▷ Partnership involves working together to achieve mutual benefits or agreed goals

An engagement program which spans this range of activities can include both broad engagement that reaches a large number of people, as well as deep engagement with those people who have an appetite to be more involved.

Council's top three priority actions for community engagement in water management are:

- ▷ Develop a community engagement program that includes residents, businesses, visitors to the area and educational establishments, using a variety of media formats.
- ▷ Run workshops for residents, businesses and educational establishments, on sustainable water ideas they can implement at home/in their premises, including rainwater tanks and rain gardens.
- ▷ Explore and develop partnerships with local educational establishments and other community organisations for education and advocacy on water management and environmental issues. Include public demonstrations to show the quantity and types of pollutants washed down our drainage systems and collected in our Stormwater Quality Improvement Devices (SQIDs) when they are cleaned out.

Other actions are listed in next page.

**Table 4:** Action Plan to Improve Community Engagement in Water Management

ACTION TYPES	SPECIFIC ACTIONS
<b>Providing information via various media channels</b>	<ul style="list-style-type: none"> <li>◆ Utilise Resilient Sydney Platform to focus community engagement</li> <li>◆ Develop a community engagement program that includes residents, businesses, visitors to the area and educational establishments, using a variety of media formats</li> <li>◆ Share water-related news stories, including positive stories of Council's projects and achievements. Aim for four stories each year, which can be shared in the community newsletter, on Council's website and via social media</li> <li>◆ Review and update Council's online information for residents businesses, and educational establishments on actions they can take to save water, reduce stormwater runoff, reduce water pollution, protect groundwater, etc</li> <li>◆ Have a water presence at major Council events (e.g. festivals)</li> <li>◆ Publish regular updates on the implementation of this strategic plan</li> <li>◆ Develop new drain stencils that are locally relevant and undertake targeted drain stencilling in areas with larger quantities of litter</li> </ul>
<b>Consulting to seek input or feedback on specific policies, plans or projects</b>	<ul style="list-style-type: none"> <li>◆ Continue undertaking surveys to gauge community satisfaction with Council's water management activities</li> <li>◆ As part of proposed waterway improvement projects (refer to Goal 4) consult with interested community members and relevant community groups on the development of plans/concept designs</li> </ul>
<b>Active participation in planning, decision-making, workshops, etc</b>	<ul style="list-style-type: none"> <li>◆ Run workshops for residents, businesses and educational establishments, on sustainable water ideas they can implement at home/in their premises, including rainwater tanks and rain gardens. The residential workshops could be connected with a rainwater tank rebate program (refer to Goal 6). Trial two each year and review depending on interest</li> <li>◆ Expand walking tours with a waterway and water management focus including environmental, water quality and water efficiency themes</li> <li>◆ Host at least one public event each year with a water theme, e.g. as part of National Water Week, the Cooks River Wurridjal Festival, or a new event focused on one or more of Bayside's waterways</li> <li>◆ When waterway improvement projects (refer to Goal 4) are developed, invite active community participation in planning and design. For example this could include drop-in sessions, online engagement, workshops, focus groups, etc.</li> <li>◆ When waterway improvement projects (refer to Goal 4) are completed, invite community participation in an opening event, which could include planting or other hands-on activities, and invite ongoing participation in weeding, litter removal, monitoring or other appropriate maintenance activities</li> </ul>
<b>Partnership in environmental stewardship, citizen science, etc</b>	<ul style="list-style-type: none"> <li>◆ Identify potential locations for 5 new bushcare groups, including locations with a waterway focus. Gauge community interest and establish groups when there is sufficient interest, with a priority of creating a wetland care group</li> <li>◆ Support and further develop relevant citizen science projects in the LGA, including citizen science for migratory bird watching</li> <li>◆ Explore and develop partnerships with local schools and other community organisations for education and advocacy on water management and environmental issues. Activities to undertake together may include events, art projects, citizen science, drain stencilling, educational workshops/walks, public demonstrations to show the quantity and types of pollutants washed down our drainage systems and collected in our SQIDs when they are cleaned out</li> </ul>

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### MEASURING PROGRESS

Proposed indicators and targets for this goal are:

- ▶ By 2030, Council is actively and regularly sharing water management stories, including success stories, via its various media channels. Target four water stories per year.
- ▶ By 2030, community satisfaction surveys show over 60% satisfaction with Council's waterway management (i.e. a mean satisfaction rating of over 3.75 out of 5).
- ▶ By 2030, over 1500 residents and/or workers per annum will have participated in a water-related Council initiative such as a workshop, litter pick or native planting and riparian vegetation regeneration.

Figure 6: Community engagement in Bayside



Botany Wetlands







# THEME 2

## ORGANISATION

### GOAL 2: BAYSIDE IS RECOGNISED AS A WATER SMART CITY

Bayside Council envisages a “water smart” city as a city that:

- ▶ Uses water wisely
- ▶ Manages water resources sustainably
- ▶ Looks after its waterways in a manner that supports both healthy ecosystems and liveable places
- ▶ Facilitates the best possible water management outcomes in new development
- ▶ Plans and designs public domain projects in a “water sensitive” manner
- ▶ Has resilient water management systems and infrastructure
- ▶ Plans ahead, allocates funding efficiently, monitors outcomes and continuously improves

#### **COUNCIL'S ROLE**

As noted above, Council has many water management roles spread across multiple departments. While each individual department has its own responsibilities, a water smart city should also be focused on integration. To become recognised as a water smart city will require:

- Leadership, long-term vision and commitment
- Knowledge, skills and organisational capacity

- Internal systems and processes that support effective decision making
- Effective cross-sector institutional arrangements and processes
- Public engagement, participation and transparency

#### **ACHIEVEMENTS TO DATE**

- **Regional Alliances**  
Bayside is a member of the Sydney Coastal Councils Group, the Cooks River Alliance and the Georges Riverkeeper – regional organisations which connect Bayside to a larger community of practice focused on best practice water management
- **Media Stories**  
Bayside Council's Landing Lights Wetland restoration project features in several short videos published online by the former “RCC news” as well as one on the Cooks River Alliance website
- **Monitoring**  
Bayside Council manages its own water use with a water use monitoring system in place. Bayside Council is investigating how to improve its water quality monitoring program
- **Annual Reporting**  
Bayside Council's Annual Report includes a section (Theme 3) on “Sustainable and Value Natural Environment”, which highlights Council's achievements in the last 12 months

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○ **Leading by Example**

Bayside Council has an annual program to install water efficiency devices in Council facilities

○ **Planning and Development**

Bayside Council has planning controls for water quality

▷ Developing internal systems and processes that support effective decision making

▷ Developing effective cross-sector institutional arrangements and processes

▷ Undertaking public engagement, participation and transparency

**PROPOSED ACTIONS**

For Bayside to become recognised as a Water Smart City, several approaches are recommended to build organisational capacity in different ways:

▷ Building leadership, long-term vision and commitment

▷ Building knowledge, skills and staff capacity

Council's top three priority actions are:

- 1** Identify additional funding sources
- 2** Develop a capacity building strategy for all key operational/admin staff, to improve knowledge and understanding of best practice water management
- 3** Identify opportunities to integrate information technology (IT) into water management decisions

Other actions are listed in below.

**Table 5:** Action plan to build Bayside's capacity as a water smart city

ACTION TYPES	SPECIFIC ACTIONS
<b>Building leadership, long-term vision and commitment</b>	<ul style="list-style-type: none"> <li>◆ Adopt this water strategy and publish it in an engaging format</li> <li>◆ Present the strategy to senior staff and Councillors, so they are clear on how the strategy will help Bayside Council address the critical environmental issues facing the LGA</li> <li>◆ Celebrate water management successes internally and with public news stories</li> <li>◆ Identify emerging water management champions in Council and invest in their leadership training and support</li> <li>◆ Develop an Environmentally Sustainable Development (ESD) policy</li> </ul>
<b>Building knowledge, skills and staff capacity</b>	<ul style="list-style-type: none"> <li>◆ Create an integrated water working group (or continue the Water Strategy working group) as a forum for Council staff to discuss water management issues, track the implementation of this strategy and respond to new issues as they arise</li> <li>◆ Develop a capacity building strategy for all key operational/admin staff, to improve knowledge and understanding of best practice water management</li> <li>◆ Identify Bayside Council water management champions, and support water champions to participate in relevant events, conferences and awards including Stormwater NSW, Floodplain Management Association and Splash network events</li> </ul>



ACTION TYPES	SPECIFIC ACTIONS
<b>Develop internal systems and processes that support effective decision making</b>	<ul style="list-style-type: none"> <li>◆ Identify opportunities to integrate information technology (IT) into water management decisions, e.g. smart irrigation systems and smart meters.</li> <li>◆ Implement water smart city policy to make WSUD automatic, integrated and normal in all development processes and projects</li> <li>◆ Develop Bayside's Sea Level Rise policy</li> <li>◆ Identify and advocate for additional funding sources for infrastructure including WSUD</li> <li>◆ Develop guidelines to support allocation of Council's stormwater levy in line with organisational priorities</li> <li>◆ As part of the planned LEP and DCP update process, incorporate best practice water management planning controls</li> <li>◆ Monitor and enforce regulations and planning controls</li> <li>◆ Mandate that all contracts for large water using sites are required to have KPI's related to water usage and management</li> <li>◆ Integrate sustainable water management into Council processes for projects and maintenance programs including procurement (sustainable purchasing requirements), park upgrades and building upgrades, public domain plans and guidelines</li> </ul>
<b>Develop effective cross-sector institutional arrangements and processes</b>	<ul style="list-style-type: none"> <li>◆ Continue an active involvement in the Sydney Coastal Councils Group, the Cooks River Alliance and the Georges Riverkeeper</li> <li>◆ Build on the existing working relationship with Sydney Water, exploring opportunities for collaboration in the following areas:               <ul style="list-style-type: none"> <li>◆ Waterway improvement projects in Sydney Water drainage catchments</li> <li>◆ Water efficiency (refer to Goal 6)</li> <li>◆ Wastewater overflows (advocate to Sydney Water for improved sewer maintenance to reduce dry weather overflows)</li> </ul> </li> <li>◆ Build a stronger working relationship with other major land managers including Sydney Airport Corporation and Sydney Ports</li> <li>◆ Build stronger institutional arrangements in groundwater management – refer to Goal 5</li> <li>◆ Develop links and collaborations with university and educational/research institutions such as University of New South Wales (UNSW) for water quality and groundwater activities and studies</li> <li>◆ In Planned Precincts, work with other stakeholders to implement best practice WSUD</li> </ul>
<b>Undertake public engagement, participation and transparency</b>	<ul style="list-style-type: none"> <li>◆ Report on progress towards implementing this plan</li> <li>◆ Report on spending associated with Council's stormwater levy</li> <li>◆ Reporting on the Bayside Flood Risk Management Plan (FRMP) and continued implementation: undertake monitoring, evaluation and reporting of improved flood mitigation in Bayside LGA</li> <li>◆ Continue to undertake regular community satisfaction surveys, ensuring relevant environmental issues are included in the survey questions</li> </ul>

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# THEME 3

## FLOODING AND DRAINAGE

### GOAL 3: IMPROVE FLOOD RISK MANAGEMENT AND DRAINAGE OUTCOMES

Urban drainage systems include:

- ▶ The stormwater drainage (pit and pipe) network, which usually conveys flows in most storm events, generally up to an annual exceedance probability around 5-10%.
- ▶ Stormwater channels and overland flowpaths, which convey flood flows that exceed the capacity of the pit and pipe system. Overland flowpaths may include roadways, open space and flowpaths through private land.

The management objectives for each system are somewhat different: Council manages the stormwater drainage network to maintain its capacity in the storm events it's designed for, to manage the frequency and severity of "nuisance" flooding; while floodplain risk management is focused on reducing risks to life and property during large to extreme rainfall and flooding events.

Sea level rise is a key consideration in floodplain risk management, particularly for low-lying coastal areas.

#### COUNCIL'S ROLE

Council is a major owner of public stormwater drainage infrastructure in the LGA. Sydney Water, Sydney Ports and the Sydney Airport Corporation are other notable owners of stormwater drainage assets, including critical pipes and channels located downstream of Council infrastructure.

The focus of routine operation and maintenance is on maintaining system capacity, and long-term maintenance also includes asset renewals and upgrades. Upgrades are prioritised to improve system capacity where it is needed most.

Council's role in floodplain management is described in the NSW Floodplain Development Manual (2005). It includes:

- A role in land use planning and development
- Preparation of floodplain risk management plans
- Incorporating provisions of floodplain risk management plans into Local Environment Plans, Development Control Plans and policies
- Inclusion of flood related information on planning certificates

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- A role in flood mitigation, including investigation, design, construction and maintenance of flood mitigation works
- A role in community flood education
- A role in emergency response, including:
  - Acting as a representative on the local emergency management committee
  - Preparing the local flood plan under the guidance of the SES
  - Supporting the SES with resources during flood emergencies
  - Post-flood data collection and reviews of flood behaviour

#### ACHIEVEMENTS TO DATE

- **Floodplain Management Planning**
  - Established Bayside Flood Risk Management committee
  - Established program of flood studies, floodplain risk management studies and plans, including flood studies completed for all eight major catchments
  - Existing planning controls are being improved and are working towards best practice management benchmarks

#### ASSET MANAGEMENT

- All drainage networks have been mapped
- Council has an established drainage maintenance program

#### PROPOSED ACTIONS

The range of actions proposed to improve flood risk management and drainage outcomes reflect the different roles that Council plays in floodplain management.

Council's top three primary priority actions are:

- 1** Undertake stormwater drainage system condition assessment across the whole LGA including all WSUD and SQID devices
- 2** Prepare and update floodplain risk management studies and plans
- 3** Undertake works for Bonar Street stormwater upgrades

#### MEASURING PROGRESS

Proposed indicators and targets for this goal are:

- Increased community awareness of flood risk with 20% increase of flood prone houses having a household Flood Plan and can identify potential evacuation routes
- Critical asset operations are identified and maintenance strategies are effective

Other actions are listed in next page.

**Table 6:** Action plan to improve flooding and drainage outcomes

ACTION TYPES	SPECIFIC ACTIONS
<b>Asset management</b>	<ul style="list-style-type: none"> <li>◆ Undertake stormwater drainage system condition assessment across the whole LGA including all WSUD and SQID devices</li> <li>◆ Following condition assessment, identify maintenance/renewal works required and prioritise actions</li> </ul>
<b>Floodplain management planning</b>	<ul style="list-style-type: none"> <li>◆ Continue Council's established floodplain risk management planning process:               <ul style="list-style-type: none"> <li>◆ Prepare and update floodplain risk management studies and plans, e.g. update FRMS and FRMP for certain areas within Bayside</li> <li>◆ Plan for the effects of climate change</li> <li>◆ Co-ordinate the Bayside Floodplain Risk Management Committee</li> </ul> </li> <li>◆ When the Bayside Local Environment Plans, Development Control Plans and policies are updated, incorporate the latest provisions recommended in FRMPs, as well as best practice stormwater codes and design standards</li> <li>◆ Enforce overland flowpaths in development controls and approvals</li> <li>◆ Include flood related information on planning certificates</li> </ul>
<b>Flood mitigation and drainage upgrade works</b>	<ul style="list-style-type: none"> <li>◆ Prepare program for implementation of actions identified within the Floodplain Risk Management Study and Plan (FRMS and FRMP). Current priorities are:               <ul style="list-style-type: none"> <li>◆ Bonar Street stormwater upgrade</li> <li>◆ Dominey Reserve flood detention basin</li> <li>◆ Arncliffe Street stormwater upgrade</li> <li>◆ Flood protection works in Hale Street, Botany</li> <li>◆ Investigate Mascot flood mitigation options</li> </ul> </li> <li>◆ Identify strategic drainage upgrade projects which can potentially be integrated into major redevelopment – be ready to negotiate with developers and build strategic works in from early planning stage</li> <li>◆ Investigate the use of WSUD approaches to reduce flooding and overland flow</li> </ul>
<b>Community flood education</b>	<ul style="list-style-type: none"> <li>◆ Develop a Bayside Flood Education Strategy with stakeholders such as SES, Sydney Water and Resilient Sydney</li> <li>◆ Build and utilise website resources for flood risk management</li> </ul>
<b>Emergency response</b>	<ul style="list-style-type: none"> <li>◆ Acting as a representative on the local emergency management committee</li> <li>◆ Preparing the local flood plan under the guidance of the SES</li> <li>◆ Supporting the SES with resources during flood emergencies</li> <li>◆ Post-flood data collection and reviews of flood behaviour</li> </ul>

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# THEME 4

## WATERWAYS AND FORESHORES

### GOAL 4: IMPROVE THE WATERWAYS AND FORESHORES OF BAYSIDE LGA

Improving Bayside's waterways and foreshores includes the following aspects:

- ▷ Water quality
- ▷ Waterway and foreshore stability, including protection from coastal erosion
- ▷ Ecosystem health and biodiversity in the aquatic, riparian and foreshore zones
- ▷ Public amenity and recreational opportunities in and around waterways, along the foreshore and in Botany Bay

The focus will differ at different sites, depending on the specific issues at each site.

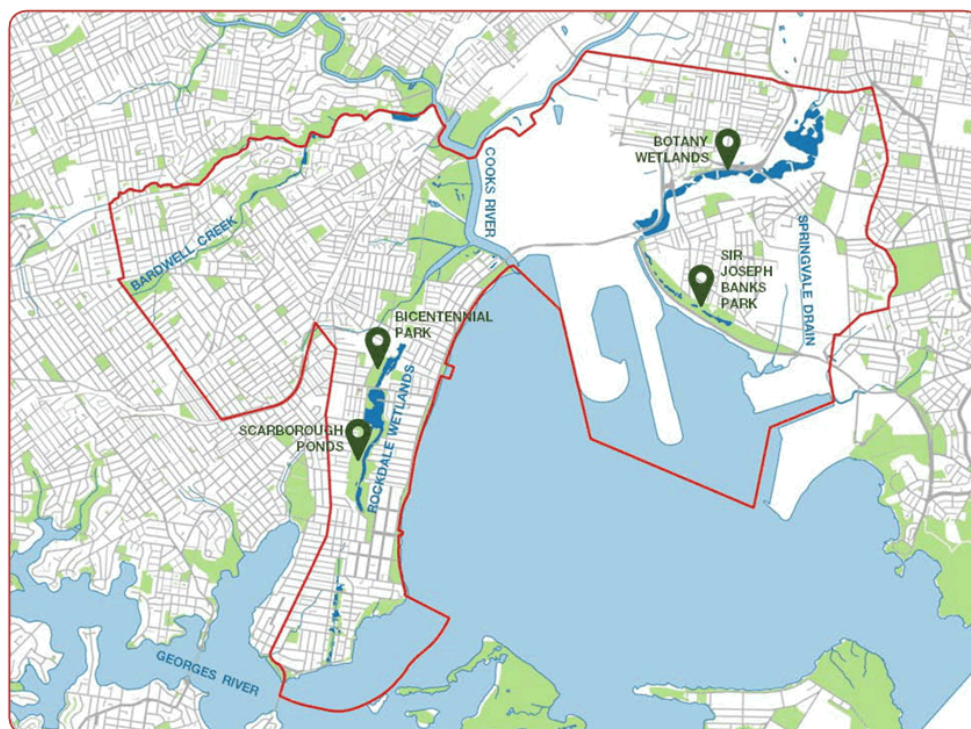
Key sites in the LGA where there are opportunities for improvement are:

- ▷ Sir Joseph Banks Park
- ▷ Bayside coastal foreshore
- ▷ Rockdale wetlands corridor
- ▷ Springvale Drain
- ▷ Bicentennial Park
- ▷ Botany Wetlands
- ▷ Scarborough Ponds
- ▷ Georges River
- ▷ Cooks River
- ▷ Bardwell Creek

These locations are shown in Figure 8.

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**Figure 8:** Key waterway sites with opportunities for improvement



### COUNCIL'S ROLE

Waterways in Bayside have multiple different owners and managers, including Bayside Council, Sydney Water and Sydney Airports Corporation.

Within waterways under Council's care and control, Council undertakes maintenance such as weed and sediment removal to maintain hydraulic capacity. Staff reported that this was largely undertaken reactively to address complaints and flooding problems.

Where waterways intersect natural areas, Council undertakes natural restoration activities within and adjacent to waterways. Where waterways intersect parklands, Council maintains the land up to the waterway banks.

A large part of the Botany Bay foreshore is within Bayside Council's area. The western foreshore is covered by the Georges River Coastal Zone Management Plan, but there is no equivalent for the north-eastern foreshore. Beyond the foreshore, most of Botany Bay is managed by NSW State Government.

Council plays an active role in managing surface water quality. Four key areas of Council practice are water quality monitoring, stormwater pollution control, water body management and response to water quality incidents.



At the key sites listed above, Council is therefore generally involved in the following capacities, though other organisations are also often involved in overlapping roles:

- As a land owner and asset manager, which includes management of infrastructure, vegetation, water bodies and recreational uses
- Managing stormwater runoff in upstream catchments
- Undertaking monitoring of both water quality and ecosystem health

#### ACHIEVEMENTS TO DATE

- **Waterway/Estuary and Wetland Restoration**  
At Sir Joseph Banks Park and Scarborough Ponds, Council has installed aerators and a floating reed bed to reduce the occurrence of stratification, anoxic conditions and fish kills.

- **Catchment Management**  
Council has DCP controls including OSD, rainwater tanks, absorption systems, stormwater quality targets consistent with the recommendations of the Botany Bay Water Quality Improvement Program.

Bayside Council has contributed to the Georges River Coastal Zone Management Plan, and is currently commencing the Cooks River Coastal Management Program with the Cooks River Alliance.

- **Routine Maintenance**  
Operations include cleaning SQIDs, sediment traps, trash racks and booms, cleaning up beaches and parks.

- **WSUD**  
Council has installed a number of WSUD devices including 21 rainwater tanks, 7 infiltration systems and 2 rain gardens (raingarden at Gilchrist Park and Bexley North, raingarden and wetland at Coolibah Reserve, absorption pits in Peter Depena Reserve and Bona Reserve (San Souci)).

A number of Council staff have attended WSUD training.

- **Bushcare**

Council has undertaken riparian zone regeneration works, including maintenance.

Vulnerability mapping for foreshore erosion protection and restoration has been completed within the former Botany LGA, including areas impacted by sea level rise and increased storm surge/wave action.

- **Water Quality Monitoring**

Council has previously undertaken extensive water quality monitoring studies

#### PROPOSED ACTIONS

The plan to improve Bayside's waterways and foreshores include actions to:

- Improve public connection and access along waterways and foreshores
- Protect existing values and restore degraded sites
- Improve catchment management in both the public and private domains, to reduce the impacts of stormwater runoff
- Monitor waterway and ecosystem health

Council's top three priority actions are:

- 1** Advocate for beach nourishment and associated works for all swimming and recreational areas along Lady Robinsons Beach
- 2** Collaborate with Sydney Water on their Muddy Creek naturalisation project and extend the works upstream to Bay Street
- 3** Develop Green Grid master plans for waterways and key sites

Other actions are listed in next page.

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**Table 7:** Action plan to improve waterways and foreshores

ACTION TYPES	SPECIFIC ACTIONS
<b>Public connection and access</b>	<ul style="list-style-type: none"> <li>◆ Develop a Foreshore Access Strategy to investigate opportunities and barriers for continuous foreshore access, identify “missing links” and strategic opportunities to improve access, and assess priority within a strategic framework</li> <li>◆ Develop a Green Grid implementation strategy to establish planning and design principles for green grid corridors (which are aligned with waterways)</li> </ul>
<b>Foreshore protection and restoration</b>	<ul style="list-style-type: none"> <li>◆ Integrate foreshore erosion protection and restoration plan, into the development of regional Coastal Management Programs including:               <ul style="list-style-type: none"> <li>◇ Review condition of existing seawalls, beaches and other foreshores, including both stability and habitat value</li> <li>◇ Review vulnerability mapping as part of the updates to Coastal Management Programs: identify areas likely to be impacted by sea level rise and/or increased storm surge/wave action</li> <li>◇ Identify and prioritise erosion protection, seawall renewal/upgrade improvement works</li> <li>◇ Identify and prioritise weed management, revegetation and habitat improvement works</li> </ul> </li> <li>◆ Complete revegetation works</li> <li>◆ Restrict access through existing sand dunes in Cook Park</li> <li>◆ Implement Coastal Erosion Projects:               <ul style="list-style-type: none"> <li>◇ <b>Grant 1:</b> Ramsgate Baths – Beach Nourishment Project</li> <li>◇ <b>Grant 2:</b> Lady Robinsons Beach – Investigation and Design Study</li> </ul> </li> </ul>
<b>Waterway/estuary and wetland restoration</b>	<ul style="list-style-type: none"> <li>◆ Develop Green Grid master plans for the priority Green Grid corridors and key sites named and mapped above, identifying goals for each waterway/wetland and strategies to improve water quality, bed and bank stability, ecosystem health and biodiversity, public amenity and recreation</li> <li>◆ Identify and prioritise water quality improvement projects in Bayside's catchments, including SQIDs, constructed wetlands and bioretention systems</li> <li>◆ Identify locations for and undertake targeted rehabilitation, creation and enhancement of estuarine wetland communities (saltmarsh, mangrove, seagrass) and adjacent riparian vegetation. Consider impacts of sea level rise – identify areas of estuarine vegetation where there is the potential for retreat</li> <li>◆ Undertake a condition assessment of waterways, identifying areas of erosion and associated risks (Bardwell Creek is a priority)</li> <li>◆ Complete waterway and wetland restoration works, prioritising works in the Georges River Coastal Zone Management Plan (Scarborough Park ponds, Bado Berong Creek (Scott Park), Goomun Creek), and actions to be identified in the proposed Cooks River Coastal Management Program</li> </ul>



ACTION TYPES	SPECIFIC ACTIONS
<b>Waterway/ estuary and wetland restoration</b>	<ul style="list-style-type: none"> <li>◆ Collaborate with Sydney Water on their Muddy Creek naturalisation project and extend the works upstream to Bay Street</li> <li>◆ Identify waterway/wetland improvement opportunities associated with F6 works and work with Transport NSW for these to be enabled as part of the F6 project</li> <li>◆ Construction of offline water quality improvement in Coolibah Reserve</li> <li>◆ Identify and make priority list of Stormwater Quality Improvement Device (SQID) projects in LGA</li> <li>◆ Develop and implement a Sir Joseph Banks wetland water quality project</li> </ul>
<b>Catchment management – new development</b>	<ul style="list-style-type: none"> <li>◆ Ensure stormwater technical specifications and requirements in revised LEP and DCP are consistent, best practice and based on the Botany Bay and Catchment Water Quality Improvement Plan</li> <li>◆ Update planning controls to best practice for climate change</li> <li>◆ Review relevant previous development applications and audit existing private stormwater quality treatment systems to identify issues and opportunities for improvement</li> <li>◆ Develop guidance material to provide to developers</li> <li>◆ Increase enforcement of best practice sediment and erosion control measures on building sites</li> </ul>
<b>Catchment management – Council sites</b>	<ul style="list-style-type: none"> <li>◆ As part of the proposed Environmentally Sustainable Development (ESD) policy (refer to Goal 2), ensure new or renewed local council infrastructure (i.e. roads, drainage, car parks, buildings, footpaths, bike paths, etc.), parks and open space or natural area restoration projects are designed from a WSUD perspective and meet the stormwater pollutant load reduction targets</li> <li>◆ Include WSUD objectives and targets in relevant design briefs for Council public domain</li> <li>◆ Ensure best practice sediment and erosion controls are in place for all public domain construction sites</li> <li>◆ Review and optimise Council street sweeping schedules/routes to ensure protection of waterways from sediments and nutrients are maximised</li> <li>◆ Integrate water play in open space and water influenced landscaping into Bayside's urban design</li> </ul>
<b>Monitoring</b>	<ul style="list-style-type: none"> <li>◆ Investigate options to undertake simple, cost-effective waterway health monitoring that could be used as an indicator and measure of improvement as projects are implemented</li> <li>◆ Monitor key aquatic and water-dependent species including migratory water birds – consider use of citizen science in this area (refer also to Goal 1)</li> </ul>

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# THEME 5

## GROUNDWATER

### GOAL 5: BAYSIDE COUNCIL TO MINIMISE IMPACT ON GROUNDWATER RESOURCES, INCLUDING THE BOTANY SANDS AQUIFER WITHIN THE LGA, AND ADVOCATE FOR ITS PROTECTION

A large part of the Bayside LGA is underlain by the Botany Sands aquifer, which is a significant aquifer extending from Botany Bay to the north, as far as Alexandria and Centennial Park.

The Botany Sands aquifer is a significant water resource for Council, particularly in the eastern part of Bayside. However the Botany Sands aquifer, as well as other groundwater in the LGA, is severely impacted by contamination. There are restrictions on groundwater use in the Botany Sands Aquifer, and active remediation efforts are underway at key sites, however some of Bayside's waterways and water bodies remain chronically affected by poor groundwater quality, both in the Botany Sands area and elsewhere.

Council will therefore aim to implement management control actions to minimise risk to the groundwater system in the LGA, through both Council operations and developments within the area.

#### **COUNCIL'S ROLE**

Council extracts groundwater from licenced bores, regulated by the NSW Department of Primary Industries' Office of Water (DPI Water). An estimated 290ML per year from bores on the eastern side of the Bayside LGA are used for irrigation of parks and open space. Most of the main sporting fields and streetscape plantings on the eastern side of the Bayside LGA are irrigated using bore water. Main sporting fields and streetscape plantings on the east side of the LGA are irrigated using bore water.

The quality of groundwater and drawdown effect of Council's water use is monitored and controlled by DPI Water. Council relies on State Government to provide direction on suitability of use and the total allocation.

Through its role in development approvals, Council is involved in managing the impacts of development on groundwater. When groundwater is intercepted by the development (e.g. for basement construction) the development needs to be assessed for potential impacts on the aquifer. These developments are referred to DPI Water for assessment of groundwater issues.

As a groundwater user and manager of waterways within the LGA, Bayside Council has an interest in improving the management of the Botany Sands Aquifer. However Council lacks statutory authority or a clearly defined role in groundwater management.

#### **ACHIEVEMENTS TO DATE**

Groundwater data is located in development applications, within geotechnical reports and detailed site assessments, which identify the locations and quality of groundwater and soils.

Bayside has planning controls to minimise the impacts of groundwater on development.

Health risk assessments for groundwater use have been completed by former Botany Council for some parks.

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### PROPOSED ACTIONS

Council can minimise impacts on groundwater by:

- ▶ Building organisational knowledge of the local groundwater systems
- ▶ Managing the impacts of development

Beyond this, Council will also advocate for the protection of the Botany Sands Aquifer, which requires the collaboration of multiple stakeholders.

Council's top three priority actions are:

- 1 Review available groundwater information to assess suitability of groundwater for irrigation of Council's parks
- 2 Audit all of Council's existing groundwater licences and groundwater assets and develop a program to get them fully operational within five years of the audit
- 3 Collate reports with groundwater data from information associated with development applications

Other actions are listed below.

### MEASURING PROGRESS

Proposed indicators and targets for this goal are:

- ▶ Increased knowledge base relating to groundwater resources and groundwater management within Council
- ▶ Established partnerships with key stakeholders for advocacy, protection and remediation of groundwater resources.





**Table 8:** Action plan to minimise impact on groundwater and advocate for groundwater protection

ACTION TYPES	SPECIFIC ACTIONS
<b>Knowledge Building</b>	<ul style="list-style-type: none"> <li>◆ Update groundwater databases held by Council, such as data from Council's bores, groundwater reports associated with development applications and any other available sources, to assist in planning controls and Council projects.</li> <li>◆ Incorporate groundwater information from studies (including numerous studies undertaken by UNSW Water Research Laboratory) and data, relevant to Bayside. This may include information on:               <ul style="list-style-type: none"> <li>◆ Groundwater recharge zones, flow patterns and contamination movement within the LGA</li> <li>◆ Any known impact of contaminated groundwater on water quality in waterways and wetlands</li> <li>◆ Suitability for irrigation of Council's parks.</li> </ul> </li> <li>◆ Audit all of Council's existing groundwater licences and groundwater assets and develop a program to get them fully operational within five years of the audit</li> </ul>
<b>Management</b>	<ul style="list-style-type: none"> <li>◆ Map groundwater recharge zones and implement measures to facilitate and encourage groundwater recharge in the LGA</li> <li>◆ Develop planning controls to encourage groundwater recharge. These should be linked with WSUD controls</li> <li>◆ Review groundwater clauses in LEP and DCP to ensure they provide the best possible outcomes for the aquifer, and that they protect environmental and community health</li> <li>◆ When writing other Council technical guidelines and policies, consider groundwater where applicable. Consider recharge opportunities, contamination risks, structures below ground and dewatering requirements</li> <li>◆ Identify potential groundwater interception and/or remediation options which would improve water quality in waterways and wetlands, e.g. leachate prevention</li> <li>◆ Enhance compliance of groundwater management (testing and treatment) as a part of dewatering activities in developments</li> </ul>
<b>Leadership and Advocacy</b>	<ul style="list-style-type: none"> <li>◆ Engage with relevant stakeholders in the management of groundwater contamination (e.g. Orica, Sydney Airport Corporation, Sydney Ports, NSW Environmental Protection Authority).</li> <li>◆ Engage with relevant stakeholders including state government, neighbouring councils, and major landholders, in the sustainable management of the Botany Sands Aquifer</li> <li>◆ Raise public interest in the protection and restoration of the aquifer, e.g. via Council's media channels and events</li> <li>◆ Through the Coastal Management Program, advocate for groundwater to have a higher status in environmental planning and protection frameworks and activities</li> </ul>

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# THEME 6

## WATER USE

### GOAL 6: NO NET INCREASE IN COUNCIL OR TOTAL LGA WATER USE IN 2030, COMPARED TO 2016 BASELINE LEVELS

Currently, Council uses approximately 160 ML of mains water per year (based on complete financial years 2013/2014 – 2016/2017).

Across the LGA as a whole, water use needs to be quantified.

There are upwards pressures on water use, both on Council's water use and in the LGA as a whole:

- ▷ Increasing development
- ▷ Increasing pressure on open space
- ▷ Demand for higher level of service at sports fields and public amenities

Therefore meeting this goal is likely to require a significant effort to counteract these pressures. To meet the goal, water efficiency measures and alternative water supplies will both need to be vigorously pursued.

#### **COUNCIL'S ROLE**

Council has 343 water accounts with Sydney Water - water is used at almost every Council facility. Larger parks have irrigation systems, bubblers and toilet blocks. Council and community buildings use water in bathrooms, kitchens and landscape irrigation.

Council activities that impact on water use include facility upgrades, creation of new facilities, and irrigation practices. In planting designs, the use of low water consumption species is promoted wherever possible. WSUD methods are integrated where possible and feasible.

Council uses Planet Footprint to track cost and consumption data council facilities, and this data is reported in the quarterly water and energy reports submitted to the Council Executive. Cost is only monitored for reporting purposes.

Across the LGA, Council's role is indirect. Reducing its own water use sets a good example, and beyond this, Council can influence water use in the LGA as a whole via:

- ▷ Development controls
- ▷ Targeted programs assisting different types of end users to reduce their water demands
- ▷ Community education/awareness campaigns

Council's efforts in this area would be strengthened by a partnership with Sydney Water, who also run water efficiency programs and campaigns.

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### ACHIEVEMENTS TO DATE

#### ○ Water Use Monitoring and Review

Council currently tracks drinking water use at all of its sites, via Planet Footprint. This data is reported in quarterly reports submitted to the council Executive.

All of Council's water meters are also mapped in GIS.

#### ○ Water Efficiency

Regular applications of "Hydretain" (a proprietary soil amendment designed to attract ambient water molecules into the soil matrix, thereby reducing the need for irrigation) at some parks is expected to result in potential savings of up to 50% water usage due to increased efficacy of irrigation practices along with the tangible benefit of improved health of vegetation and increased stress tolerance.

To reduce water consumption and utilise alternate water sources, Council has installed rainwater tanks at a number of locations.

### PROPOSED ACTIONS

To manage Council's water use, the following strategies are proposed:

- ▷ Utilise Resilient Sydney Platform to enhance community engagement
- ▷ Monitoring and review of water use to identify opportunities to reduce demands

- ▷ Actions to improve water efficiency

- ▷ Investigation of alternative water supply options

Across the LGA as a whole, the proposed actions include policy and program measures to support the Bayside community to manage water use.

Council's top three priority actions are:

- 1** Develop benchmarks and compare existing water use to relevant benchmarks for similar sites/facilities
- 2** Upgrade Council facilities with water efficient infrastructure
- 3** Work with council staff to identify potential options for supplementing water supplies with alternative sources at Council's top 25 water use sites. Include industrial sites that can be used for rainwater harvesting and consider wastewater recycling in conjunction with Sydney Water.

Other actions are listed below.

### MEASURING PROGRESS

Proposed indicators and targets for this goal are:

- ▷ No change in Council's total water consumption from mains supply compared to a 2018 baseline
- ▷ No change in the total LGA-wide water consumption from mains supply compared to a 2018 baseline
- ▷ Community satisfaction survey shows increased awareness of the need to reduce water use



Table 9: Action plan to manage water use

ACTION TYPES	SPECIFIC ACTIONS
<b>Water use monitoring and review – Council sites</b>	<ul style="list-style-type: none"> <li>◆ Undertake a review of Council's water use to identify opportunities for improvement. Study should include:               <ul style="list-style-type: none"> <li>◇ Developing benchmarks and comparing existing water use to relevant benchmarks for similar sites/facilities</li> <li>◇ Discussing water use with operations and maintenance staff, to identify known issues affecting water use</li> </ul> </li> <li>◆ Install real time meters at Council's top 10 water use sites</li> </ul>
<b>Water efficiency – Council sites</b>	<ul style="list-style-type: none"> <li>◆ Target sites with higher than expected water use for a water use audit, including detailed monitoring, leak detection and system testing</li> <li>◆ Review irrigation practices at sports fields and identify opportunities for efficiency improvement</li> <li>◆ Identify and support water champions within Council operations and parks staff</li> <li>◆ Include KPI's in relevant job descriptions with water management responsibilities</li> <li>◆ Integrate water efficiency measures and potentially rainwater tanks into facility upgrades (e.g. the Botany Aquatic Centre, Bayside PCYC upgrade, Cahill Park café.</li> <li>◆ Smart irrigation implementation at all new fields and those being transferred to new irrigation systems</li> </ul>
<b>Alternative water supplies for Council sites</b>	<ul style="list-style-type: none"> <li>◆ Work with council staff to identify potential options for supplementing water supplies with alternative sources at Council's top 25 water use sites. This will identify:               <ul style="list-style-type: none"> <li>◇ Existing and potential future water demands</li> <li>◇ End uses that could potentially be supplied with non-potable water</li> <li>◇ Potential sources including rainwater (including from adjacent sites, e.g. roof runoff from industrial sites) and stormwater as well as groundwater extraction (where this is not already in place) and wastewater recycling.</li> <li>◇ Local (single park) projects and potential regional schemes, connected to multiple parks in the same area</li> <li>◇ Review other existing rainwater tank installations and where they are not working, understand what went wrong so that Council can avoid the same issues in the future</li> <li>◇ Upgrade Council facilities with water efficient infrastructure</li> <li>◇ Advocate to Sydney Water to explore opportunities for sewer mining in Bayside LGA</li> </ul> </li> </ul>

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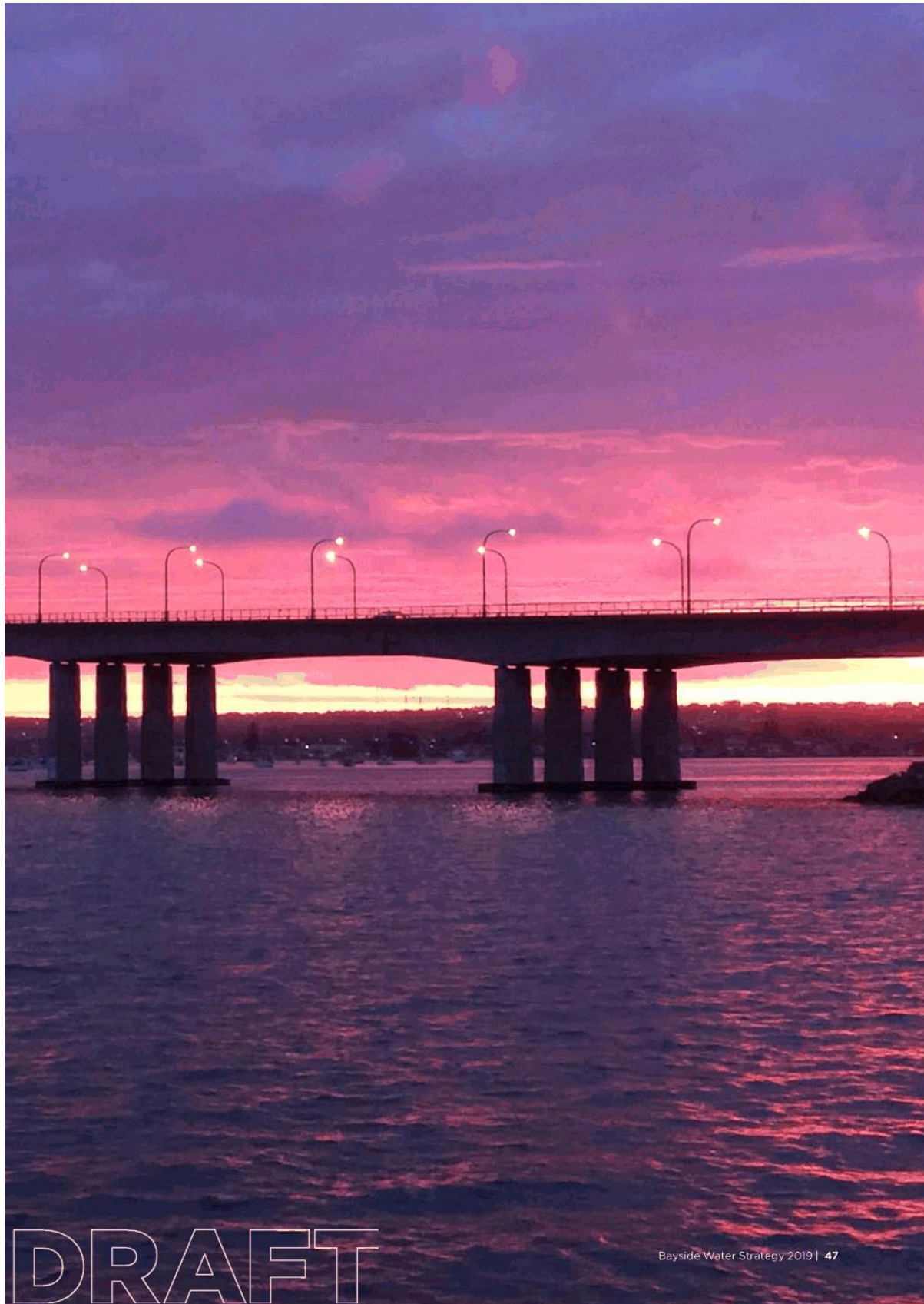


ACTION TYPES	SPECIFIC ACTIONS
<b>LGA water use</b>	<ul style="list-style-type: none"> <li>◆ Gather data on LGA water use over recent years. Plot potential future water use based on expected population and land use change</li> <li>◆ Planned Precincts to have improved water efficiency, based on learnings of other developments such as the Sydenham-Bankstown urban growth corridor</li> <li>◆ Implement stricter DCP controls for water efficiency/alternative supplies, e.g. targeting “better than BASIX” in large developments or major redevelopment precincts</li> <li>◆ Advocate for a state-wide increase in the BASIX water target and for a wider range of development types to be included in the targets</li> <li>◆ Support Sydney Water’s WaterFix program for residential strata buildings (by sharing data and identifying and recruiting potential candidates to the program)</li> <li>◆ Develop a program targeting businesses (focus on large water users but potentially include broader outreach to small businesses) to help them identify and implement water saving measures</li> <li>◆ Develop a rainwater tank program, to support residents to install tanks and keep them operating</li> <li>◆ Develop a demand management behaviour change and advocacy program</li> <li>◆ Liaise with water-starved councils on water saving initiatives</li> </ul>

Figure 9:Booralee Park, Botany









**Bayside Customer Service Centres**

Rockdale Library, 444-446 Princes Highway, Rockdale  
Westfield Eastgardens, 152 Bunnerong Road, Eastgardens  
Monday to Friday 8:30am - 4:30pm, Saturday 9am - 1pm

Phone **1300 581 299 | 9562 1666**

Email **[council@bayside.nsw.gov.au](mailto:council@bayside.nsw.gov.au)**

Web **[www.bayside.nsw.gov.au](http://www.bayside.nsw.gov.au)**

## Council Meeting

11/12/2019

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Item No	8.12
Subject	<b>Tender - D&amp;C Retaining Wall Replacement at Bexley and Botany</b>
Report by	Michael McCabe, Director City Futures
File	F19/217

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## Summary

Tenders were invited for the design and construction of retaining walls at two locations which were combined to yield the most competitive price. The tenders were assessed against price and non-price criteria.

This report provides a summary of the tender process and recommends that Council decline to accept any of the tenders and cancel the proposal for the contract. Alternative options to complete replacement of the walls are recommended for further review.

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## Officer Recommendation

- 1 That Appendix A – Tender Assessment attached to this report be withheld from the press and public as it is confidential for the following reason:  
  
With reference to Section 10A(2)(d)(i) of the Local Government Act 1993, the attachment contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That, in accordance with Clause 178(1)(b) of the Local Government (General) Regulation 2005, Council declines to accept any Tender for Contract F19/217, D&C Retaining Wall Replacement at Bexley and Botany and cancel the proposal for the contract. The reason for declining all tenders is because all responses to tender substantially exceed the allocated budget.
  - 3 That Council notifies the tenderers of its decision.
  - 4 That alternative treatments for the retaining walls at Kingsland Road, Bexley and Ermington Street, Botany be further investigated.
- 

## Background

Council scoped the replacement of the retaining walls at Ermington Street and Kingsland Road as sections of the wall assets are reaching the end of their service lives. Sections of the wall structures are failing as the internal steel reinforcement has corroded resulting in spalling (concrete cancer). Council has received complaints from adjacent local residents concerned about the ongoing deterioration of the walls and their perception of risk.

Attachments to this report are provided to describe the projects, and include:

- Site Plan, Kingsland – overhead view of Kingsland Road, Bexley
- Site Plan, Ermington – overhead view of Ermington Street, Botany
- Photo looking south at Kingsland – deteriorating wall structure
- Photo at the eastern end of Ermington – wall location

The Ermington St retaining wall is approximately 70 m long and the highest point is 1.5m high. This wall supports the garden between the property boundaries and road pavement including the footpath and gardens on the nature strip.

The Kingsland Road retaining wall is approximately 58m long and the highest point is 1.6m high. This wall supports the carriageway of Kingsland Road.

There are limited companies that specialise in crib lock retaining wall construction using proprietary products offering design and construction services. There are also limited design consultancies that offer specialisation of combined soil and structural expertise. To improve procurement outcomes in a limited field the projects were combined in an attempt to obtain a more competitive result with economies of scale and were tendered publicly.

### **Utilities Contingencies**

At Kingsland Road, there is a sewer main and a gas line which run behind/under the retaining wall. The footings of the new wall will need to be certified by Sydney Water and Jemena before construction can commence on the site. A preliminary estimated cost of certification and additional construction costs due to the services is \$55,000.

The costs associated with utilities include a piled bridge for each crossing which adds approximately \$20,000 plus an additional \$15,000 for certification from both utilities (Sydney Water and Jemena) for the site.

At Ermington Street, there is a sewer main and a gas line which run under the retaining wall. There are also six private sewer connections crossing under the wall, and a shallow Bayside Council drainage line running directly under the footing of part of the wall. The footings of the wall will need to be certified by Sydney Water and Jemena before construction can commence. The estimated cost of certification and additional construction costs due to all the individual services is \$180,000.

These estimates are in accordance with previous projects and are subject to procurement. The costs are high as it will involve piles integrated into strip footings and consultant fees associated with certification of works on utilities. If individual lines to the sewer main do not require protection then savings may be made on these estimates.

### **Tender Process**

Tenders were invited, to deliver both the design and construction works for the replacement of the retaining walls at Kingsland Road and Ermington Street. The scope of works includes removal of the existing retaining walls, and reconstruction including footings, but did not include the additional expenses of locating and certifying footings over underground services in the area. The cost associated with locating and certifying footings over underground services has been estimated separately (see above) and are additional costs to the contract.

Specialised retaining wall construction companies that offer Design and Construction services can reduce the total construction cost of a project when they carry the risk of design. It was hoped that this process would yield competitive prices.

Using the NSW Government's MW21 standard forms, the tender documents were released to the public on Tuesday, 16<sup>th</sup> April. The invitation for tenders closed on Tuesday, 4<sup>th</sup> June.

Two pre-tender meetings were held during this time frame.

### **Tender Submissions**

Subsequently four tenders were received, from the following companies:

- Specific Industries Pty Limited;
- Retaining Specialists Pty Ltd;
- O'Hara Brothers Services Pty Ltd;
- J Holding Corporation Pty Ltd trading as JG Corp.

Tender evaluation was on the basis of price (**70% weighting**) and non-price (**30% weighting**). Non-price criteria comprised: prior design experience with similar retaining walls; prior construction experience with similar retaining walls; and methodology. Prior design experience and prior construction experience (both with retaining walls) were scored in order to reduce price variation risks. Methodology was scored to show that the constraints identified during the pre-tender meetings had been considered and addressed by the tenderers.

The overall scores for each tender are summarised in Confidential Appendix A Tender F19/217 Retaining Wall Replacement at Bexley and Botany - Tender Assessment signed by Tender Panel. This includes the Tender Evaluation Analysis table including prices returned.

Of the four returned tenders, two of them were considered acceptable however the prices significantly exceeded the available budget.

### **Financial Assessment**

Financial Assessments were undertaken for the two top scoring companies. The results were satisfactory or above.

### **Risk Assessment of the Walls**

Both walls were reviewed by an external structural and geotechnical engineering consultancy. Neither wall in its current state are at risk of immediate imminent collapse. These types of walls are not prone to global collapse, sliding or overturning. Most commonly a localised slump collapse is likely to be observed if a stretcher (the horizontal members), fails.

Both walls were assessed as Medium Risk, requiring an action plan in the medium to long term, including possible repair and ongoing monitoring. Based on this assessment, options for partial reconstruction and repair need to be further reviewed and costed.

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## Recommendations

The results of the tenders received have indicated that the cost to replace the retaining walls is significantly above the available budget. As the two walls were tendered as a package it is not possible to split the contract. Hence, it is recommended that Council declines to accept any tender and the tenderers notified of Council's decision.

It is recommended that a detail investigation is undertaken to review alternative options which may include short term options such as immediate repairs, midterm restoration treatments and full detail design for longer term replacement.

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## Community Engagement

Residents to be advised of the resolution of Council.

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## Attachments

- 1 Appendix A - Tender F19/217 Retaining Wall Replacement at Bexley and Botany  
Tender Assessment signed by Tender Panel (confidential)
- 2 Site Plan, Kingsland Road [↓](#)
- 3 Site Plan, Ermington Street [↓](#)
- 4 Photo of wall at Kingsland Road [↓](#)
- 5 Photo of wall at Ermington Street [↓](#)

















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## Council Meeting

11/12/2019

Item No	8.13
Subject	<b>Tender - Wolli Creek Public Domain Road and Stormwater Upgrades F19/1072</b>
Report by	Meredith Wallace, General Manager
File	SF19/8194

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## Summary

The City Projects Program for 2019/2020 and 2020/2021 includes funding for the implementation of the one way circuit, the upgrade of the public domain, road and stormwater in Arncliffe Street, Willis Street, Guess Avenue, Mount Olympus Boulevard and Magdalene Terrace precinct, Wolli Creek. This report recommends the appointment of a contractor to undertake these works.

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## Officer Recommendation

- 1 That the attachment to this report be withheld from the press and public as it is confidential for the following reason:  
  
With reference to Section 10(A) (2) (d)(i) of the Local Government Act 1993, the attachment relates to commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That in accordance with Regulation 178 (1)(a) of the Local Government (General) Regulations 2005, Council accepts the tender from Sydney Civil Pty Ltd for Contract F19/1072 Wolli Creek Public Domain Road and Stormwater Upgrades in Wolli Creek for the amount of \$3,676,938.06 exclusive of GST.
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## Background

The Wolli Creek public domain upgrade works include Arncliffe Street, Willis Street, Guess Avenue, Mount Olympus Boulevard and Magdalene Terrace. This precinct of Wolli Creek has undergone significant change with population increases resulting from new retail and high density residential developments.

Due to the increase in residential and retail developments there has been an increase in traffic within the precinct. The public domain upgrade works will address safety concerns and improve traffic flow by widening the road, introducing a one-way circuit, increasing street lighting, adding pedestrian crossings and bicycle lanes making the precinct pedestrian, bicycle and vehicle friendly. The proposed upgrades include beautification and landscaping which will improve the look of the precinct.

The public domain upgrade works remove the surface water off the road which undermines the condition of the road. By removing the nuisance flooding off the road, it addresses the requirement for repairs of constant pot holing and the damage caused to the road by water.

### **The Tender Process**

Council invited open tenders for the construction works for the Public Domain road and stormwater upgrades on Tuesday 15 October 2019. The tender period stipulated in the documents was a 4-week tender period and was extended by 6 days. The Tender closed at 10:00am on 18<sup>th</sup> November 2019.

### **Tenders Received**

Nine (9) tender submissions from reputable specialists in the field were received, as follows (in alphabetical order):

- Burton Contractors Pty Ltd;
- CA & I Pty Ltd;
- Delaney Civil Pty Ltd;
- EzyPave Pty Ltd;
- Ford Civil Contracting Pty Ltd;
- Mack Civil Pty Ltd;
- Quality Management Constructions Pty Ltd Tas QMC Group;
- Statewide Civil Pty Ltd; and
- Sydney Civil Pty Ltd.

### **Directors of the Companies that Provided Tender Submissions**

<b>Company</b>	<b>Company Directors</b>	<b>Location &amp; Postcode</b>
Burton Contractors Pty Ltd	Paul Burton and Chris Burton	Homebush 2140
CA & I Pty Ltd	Robert Matchett, Scott Williams and Sean Woellner	Chippendale 2008
Delaney Civil Pty Ltd	Aram Vesmadian and Gerrard Delaney	Bella Vista 2153
EzyPave Pty Ltd	Kassem Khalil	Lidcombe 2144
Ford Civil Contracting Pty Ltd	Sue Ford	Arncliffe 2205
Mack Civil Pty Ltd	Karim Mahmoud	Sans Souci 2219

<b>Company</b>	<b>Company Directors</b>	<b>Location &amp; Postcode</b>
Quality Management Constructions Pty Ltd Tas QMC Group	Steve Commisso	Bella Vista 2153
State-wide Civil Pty Ltd	Michael Dominello	Baulkham Hills 2153
Sydney Civil Pty Ltd	Adrian Mourad	Turrella 2205

The recommended tenderer Sydney Civil is Bayside-based.

### **Late Tenders**

No late tenders were received.

### **Assessment Methodology**

The tender submission assessment and scoring are outlined in the confidential supporting attachment to this report.

A comprehensive assessment of the tender submissions was undertaken by the Tender Evaluation Panel. The assessment process has been undertaken in accordance with the provisions of the Local Government Act 1993 and Tendering Regulation 2005. The evaluation was undertaken based on the conditions of tendering and the evaluation criteria as provided in the request for tender documents.

The tender submitted by Sydney Civil Pty Ltd was comprehensive and addressed all aspects of the Request for Tender inclusive of the services relocations. The tender submitted by Sydney Civil Pty Ltd demonstrated a thorough understanding of the project and services requirements; including a detailed methodology incorporating environmental sustainability and detailed project program addressing key activities and milestones. They provided details of the project team including sub-contractors and CV's.

### **Proposed Program**

The preliminary program submitted with the Sydney Civil Pty Ltd tender has the following project milestones:

<b>Milestone</b>	<b>Date</b>
Contract award	December 2019
Construction Commencement	January 2020
Project Complete	January 2021

### **Financial Assessment**

Corporate Scorecard was engaged to undertake a Detailed Financial and Performance Assessment to assess the financial viability, capacity and risk of Sydney Civil Pty Ltd in relation to public domain road and stormwater upgrades at Wolli Creek.

Details on the assessment are included in the confidential supporting document.

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### **Tender Recommendations**

References were checked for Sydney Civil Pty Ltd and it was confirmed that Sydney Civil Pty Ltd is a reputable civil contractor that delivers high quality work. The referees indicated that they would re-employ Sydney Civil Pty Ltd if the opportunity would arise. Sydney Civil Pty Ltd have extensive experience with similar construction projects.

Based upon the assessment criteria, the tender assessment panel recommends acceptance of the tender from Sydney Civil Pty Ltd for an amount of \$3,676,938.06 exclusive of GST.

Sydney Civil Pty Ltd has in place insurances of \$20 Million Contract Works and Public Liability and they have the statutory workers compensation policy in place. Sydney Civil Pty Ltd have an Integrated Management System in compliance with ISO 9001, ISO 14001 and AS 4801 guidelines and has a good track record and name in the industry.

---

### **Financial Implications**

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### **Community Engagement**

No consultation in relation to the tender has been undertaken.

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### **Attachments**

Assessment to tender report - Wolli Creek public domain works (confidential)



## Council Meeting

11/12/2019

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Item No	8.14
Subject	<b>Tender - Botany Town Hall Roof Replacement</b>
Report by	Meredith Wallace, General Manager
File	SF18/2627

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## Summary

The City Projects Program for 2019/2020 lists the Botany Town Hall Roof Works. This report recommends the appointment of a contractor to undertake these works.

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## Officer Recommendation

- 1 That the attachment to this report be withheld from the press and public as it is confidential for the following reason:

With reference to Section 10(A) (2) (d)(i) of the Local Government Act 1993, the attachment relates to commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.

- 2 That in accordance with Regulation 178 (1)(a) of the Local Government (General) Regulations 2005, Council accepts the tender from RELD Group Pty Ltd for the Contract F19/977 being the construction of the new roof, demolition of the 1966 extension and associated works at Botany Town Hall for the total amount of \$427,708.18 exclusive of GST.
- 

## Background

The City Projects Program for 2019/2020 includes the construction of a new roof at the Botany Town Hall and the demolition of the 1966 extension.

A presentation was given to Council on the 2 October 2019 on the roof replacement options for the Botany Town Hall, a subsequent presentation was given on 4 December 2019 on the outcomes of the Tender.

### The Tender Process

Council invited open tenders for the construction works for the Botany Town Hall roof replacement and demolition of the 1966 extension on Tuesday 15 October 2019. The Tender closed at 10.00 am on Tuesday 19 November 2019.

### Tenders Received

Six (6) tender submissions were received, as follows (in alphabetical order):

- Cooper Commercial Constructions Pty Ltd;
- Dapcor Building Services Pty Ltd;

- Murphy's Group services Pty Ltd;
- RELD Group Pty Ltd;
- Sassan Vodjdani Pty Ltd as Royal Contractors; and
- Sullivans Constructions.

#### **Directors of the Companies that Submitted Tender Submissions:**

<b>Company Name</b>	<b>Director</b>	<b>Address</b>
Cooper Commercial Constructions Pty Ltd	Dale Poland	Unit 18, 8-18 Wurook Circuit, Caringbah NSW 2229
Dapcor Building Services Pty Ltd	Sebastien Leveque, Christoph Reithmeier and Oliver Reithmeier	16 Booralee Street, Botany NSW 2019
Murphy's Group services Pty Ltd	Mark Murphy	60 Cope Street, Redfern NSW 2016
RELD Group Pty Ltd	Elie Esber and Reuben Lagos	48 Majors Bay Road, Concord NSW 2137
Sassan Vodjdani Pty Ltd as Royal Contractors	Sassan Vodjdani and Mojdeh Tavanayan	11 Hume Avenue, Castle Hill NSW 2154
Sullivans Constructions	Damian Sullivan	2/185 Port Hacking Road, Miranda NSW 2228

Dapcor Building Services Pty Ltd is a local company, however their tender submission as detailed in the confidential attachment is not competitive.

#### **Late Tenders**

No late tenders were received.

#### **Assessment Methodology**

The tender submission assessment process and scoring are outlined in the confidential supporting attachment to this report.

A comprehensive assessment of the tender submissions was undertaken by the Tender Evaluation Panel. The assessment process has been undertaken in accordance with the provisions of the Local Government Act 1993 and Tendering Regulation 2005. The evaluation was undertaken based on the conditions of tendering and the evaluation criteria as provided in the request for tender documents.

The tender submitted by RELD Group Pty Ltd was comprehensive and included a detailed methodology and a detailed program taking into consideration the site limitations and constraints.

#### **Proposed Program**

The preliminary program submitted as part of the RELD Group Pty Ltd tender has the following project milestones:

- Contract Award – December 2019
- Commence construction – January 2020
- Construction complete – April 2020.

The program does not include a wet weather allowance.

### **Financial Assessment of RELD Group Pty Ltd**

Corporate Scorecard was engaged to undertake a Detailed Financial and Performance Assessment to assess the financial viability, capacity and risk of RELD Group Pty Ltd in relation to the construction works for the Botany Town Hall roof replacement and demolition of the 1966 extension

Details on the assessment are included in the confidential supporting attachment to this report.

### **Tender Recommendation**

References were checked for RELD Group Pty Ltd and it was found that RELD Group Pty Ltd is a reputable building contractor that delivers high quality work. The referees indicated that they would re-employ RELD Group Pty Ltd if the opportunity would arise.

Based upon the assessment criteria, the tender assessment panel recommends acceptance of the tender from RELD Group Pty Ltd for an amount of \$427,708.18 exclusive of GST.

RELD Group Pty Ltd has in place insurances of \$20 Million Contract Works and Public Liability and they have the statutory workers compensation policy in place. RELD Group Pty Ltd have an Integrated Management System in compliance with ISO 9001, ISO 14001 and AS 4801 guidelines and has a good track record and name in the industry.

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### **Financial Implications**

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### **Community Engagement**

Not applicable in relation to this tender.

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### **Attachments**

Confidential tender attachment Botany Town Hall roof replacement (confidential)

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## Council Meeting

11/12/2019

Item No	8.15
Subject	<b>Tender - Hensley Reserve Athletic Track Renewal F19/1067</b>
Report by	Meredith Wallace, General Manager
File	F19/1067

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## Summary

The 2019/2020 City Projects program includes the renewal of the existing synthetic athletic track at Hensley Reserve. This report recommends the appointment of a contractor to renew the synthetic athletic track.

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## Officer Recommendation

- 1 That the attachment to this report be withheld from the press and public as it is confidential for the following reason:  
  
With reference to Section 10(A) (2) (d)(i) of the Local Government Act 1993, the attachment relates to commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That in accordance with Regulation 178 (1)(a) of the Local Government (General) Regulations 2005, Council accepts the tender from Turf One Pty Ltd for Contract F19/1067 being for the Hensley Reserve Athletic Track Renewal in Eastgardens for the amount of \$536,255.00 exclusive of GST.
- 

## Background

Hensley Reserve athletic track is located in Eastgardens and is a vibrant hub for sports within the community. It is in high demand year round for sporting events and school carnivals. During the summer period Randwick-Botany Little Athletics is the main user of the athletic track. The Hensley Reserve Athletic Field is tenanted during the football season by two semi-professional Football Clubs; Hakoah Sydney City East Football Club and Dunbar Rovers Football Club.

The Athletics track synthetic surface was last refurbished in 2010. The current synthetic surface system is significantly worn and requires replacement with an IAAF approved synthetic surface system ('sandwich' system) and other minor works to achieve IAAF Class 2 compliance.

## The Tender Process

Council invited open tenders for renewal works for the Hensley Reserve Athletic Track Renewal on Tuesday 15 of October 2019. The tender period stipulated in the documents was

a 3-week tender period and was extended for 3 days. The Tender closed at 10:00 am on Friday 8 November 2019.

### **Tenders Received**

Three (3) tender submissions from reputable specialists in the field were received, as follows (in alphabetical order):

- Polytan Asia Pacific Pty Ltd
- Tuff Turf N Co Pty Ltd
- Turf One Pty Ltd

### **Directors of the Companies and Company Location of Tenderers**

<b>Company</b>	<b>Company Directors</b>	<b>Location and Postcode</b>
Polytan Asia Pacific Pty Ltd	Stephen Niven, Melissa Edwards and Paul Kamphuis	Dandenong South VIC 3175
Tuff Turf N Co Pty Ltd	Fraser Gehrig	Heatherton VIC 3202
Turf One Pty Ltd	Lyndon Joslyn	Spotswood VIC 3015 1A Hale Street, Botany NSW 2019

The recommended tenderer has a Bayside-based office.

### **Late Tenders**

No late tenders were received.

### **Assessment Methodology**

The tender submission assessment and scoring are outlined in the confidential supporting attachment to this report.

A comprehensive assessment of the tender submissions was undertaken by the Tender Evaluation Panel. The assessment process has been undertaken in accordance with the provisions of the Local Government Act 1993 and Tendering Regulation 2005. The evaluation was undertaken based on the conditions of tendering and the evaluation criteria as provided in the request for tender documents.

The tender submitted by Turf One Pty Ltd was comprehensive and addressed all aspects of the Request for Tender. The tender submitted by Turf One Pty Ltd demonstrated a thorough understanding of the project and services requirements; including a detailed methodology incorporating environmental sustainability and detailed project program addressing key activities and milestones. They provided details of the project team and their CVs.

### **Proposed Program**

The preliminary program submitted with the Turf One Pty Ltd tender has the following project milestones:

Milestone	Date
Contract award	December 2019
Construction Commencement	28 January 2020
Project Complete	3 April 2020

### Financial Assessment

Corporate Scorecard was engaged to undertake a Detailed Financial and Performance Assessment to assess the financial viability, capacity and risk of Turf One Pty Ltd in relation to renewal works of the Hensley Reserve Athletic track at Hensley Reserve, Eastgardens.

Details on the assessment are included in the confidential supporting document.

### Tender Recommendations

References were checked for Turf One Pty Ltd and it was confirmed that Turf One Pty Ltd is a reputable sports ground construction contractor that delivers high quality work. The referees indicated that they would re-employ Turf One Pty Ltd if the opportunity would arise. Turf One Pty Ltd submitted project information relating to relevant synthetic track construction projects, they have extensive experience with similar construction projects.

Based upon the assessment criteria, the tender assessment panel recommends acceptance of the tender from Turf One Pty Ltd for an amount of \$536,255.00 exclusive of GST.

Turf One Pty Ltd has in place insurances of \$20 Million Contract Works and Public Liability and they have the statutory workers compensation policy in place. Turf One Pty Ltd have an Integrated Management System in compliance with ISO 9001, ISO 14001 and AS 4801 guidelines and has a good track record and name in the industry.

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### Financial Implications

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### Community Engagement

Consultation was undertaken with the user groups; Randwick-Botany Little Athletics, Hakoah Sydney City East Football Club and Dunbar Rovers Football Club.

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### Attachments

Supporting tender attachment Hensley Athletics (confidential)

## **Council Meeting**

**11-12-2019**

Item No	8.16
Subject	<b>Tender - Cahill Park Cafe &amp; Amenities</b>
Report by	Meredith Wallace, General Manager
File	18/42695

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## **Summary**

Bayside Council proposes to construct a new café and amenities building in Cahill Park, Wolli Creek. This report recommends the appointment of a contractor to construct the works.

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## **Officer Recommendation**

- 1 That the attachment to this report be withheld from the press and public as it is confidential for the following reason:  
  
With reference to Section 10(A) (2) (d)(i) of the Local Government Act 1993, the attachment relates to commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That in accordance with Regulation 178 (1)(a) of the Local Government (General) Regulations 2005, council accepts the tender from Hibernian Contracting Pty Ltd for the Contract F19/1028 being the construction of the new café and amenities building at Cahill Park, Wolli Creek for the amount of \$2,054,884 exclusive of GST; and
  - 3 That Council allocates an additional \$142,000 in the 2020/2021 City Projects Program to the Cahill Park café and amenities project.
- 

## **Background**

The City Projects Program for 2019/2020 includes the design, documentation and commencement of construction of the new café and amenities buildings at Cahill Park, Wolli Creek. The City Projects Program for 2020/2021 includes funding to finish the construction of the café and amenities.

A presentation was given to Councillors in May 2019 on the design of the new café and amenities.

## **The Tender Process**

Council invited open tenders for the construction works for the Cahill Park Café and Amenities on Tuesday 15 October 2019. The Tender closed at 10.00 am on Monday 18 November 2019.



## Tenders Received

Seven (7) tender submissions were received, as follows (in alphabetical order):

- Belmadar Pty Ltd;
- Grindley Interiors Pty Ltd;
- Hibernian Contracting Pty Ltd;
- Kellyville Building Pty Ltd;
- Matrix Group Co Pty Ltd;
- Rapid Constructions; and
- Zerucon Pty Ltd.

## Directors of the Companies that Submitted Tender Submissions:

Company	Directors	Location
Belmadar Pty Ltd	Alfredo Marrocco	Naremburn 2065
Grindley Interiors Pty Ltd	Alan Carstens, Matthew Macauley, John Little, Andrew Sanderson	Pymble 2073
Hibernian Contracting Pty Ltd	Martin Breen	Rozelle 2039
Kellyville Building Pty Ltd	B Bruton	Kellyville 2155
Matrix Group Co Pty Ltd	Troy Loh	Newington 2127
Rapid Constructions	Ian K Holswich	North Parramatta 2151
Zerucon Pty Ltd	Ray Shafeei, Nick Shafeei	Norwest 2153

## Late Tenders

No late tenders were received.

## Assessment Methodology

The tender submission assessment process and scoring are outlined in the confidential supporting attachment to this report.

A comprehensive assessment of the tender submissions was undertaken by the Tender Evaluation Panel. The assessment process has been undertaken in accordance with the provisions of the Local Government Act 1993 and Tendering Regulation 2005. The evaluation was undertaken based on the conditions of tendering and the evaluation criteria as provided in the request for tender documents.

The tender submitted by Hibernian Contracting Pty Ltd was comprehensive and included a detailed methodology and a detailed program taking into consideration the site limitations and constraints.

## Proposed Program

The preliminary program submitted as part of the tender has the following project milestones:

- Contract Award – December 2019;
- Commence construction – February 2020; and

- Construction complete – September 2020.

The program does not include a wet weather allowance. The construction works don't include the fit out of the café.

### **Financial Assessment of Hibernian Contracting Pty Ltd**

Corporate Scorecard was engaged to undertake a Detailed Financial and Performance Assessment to assess the financial viability, capacity and risk of Hibernian Contracting Pty Ltd in relation to the construction works for the Cahill Park Café and Amenities.

Details on the assessment are included in the confidential supporting attachment to this report.

### **Tender Recommendation**

References were checked for Hibernian Contracting Pty Ltd and it was found that Hibernian Contracting Pty Ltd is a reputable building contractor that delivers high quality work. The referees indicated that they would re-employ Hibernian Contracting Pty Ltd if the opportunity would arise.

Bayside Council have recently completed the Rowland Park Amenities, playground and basketball half court in Pagewood with Hibernian Contracting Pty Ltd.

Based upon the assessment criteria, the tender assessment panel recommends acceptance of the tender from Hibernian Contracting Pty Ltd for an amount of \$ 2,054,884 exclusive of GST.

Hibernian Contracting Pty Ltd has in place insurances of \$20 Million Contract Works and Public Liability and they have the statutory workers compensation policy in place. Hibernian Contracting Pty Ltd have an Integrated Management System in compliance with ISO 9001, ISO 14001 and AS 4801 guidelines and has a good track record and name in the industry.

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### **Financial Implications**

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input checked="" type="checkbox"/>	Additional SRV funding of \$142,000 as per confidential attachment

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### **Community Engagement**

Community engagement was completed as part of the Development Application process and no objections were raised.

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### **Attachments**

Confidential attachment to Tender report - Cahill Park cafe and amenities (confidential)

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## Council Meeting

11/12/2019

Item No	8.17
Subject	<b>Tender - Graffiti Removal Services</b>
Report by	Michael Mamo, Director City Performance Michael McCabe, Director City Futures
File	F19/597

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## Summary

This report recommends Council accept the tender from and enter into a contract with Graffiti Clean Pty Ltd for provision of Graffiti Removal Services from all Council owned property and assets and all residential property in the former Rockdale LGA, utilising funding from the Safer City Levy, which is applied annually to these properties.

Councillors were provided an overview of this tender at the GM Briefing session held on 27 November 2019.

To finalise the tender process and formalise the contract, formal endorsement from Council is sought in accordance with Local Government Tendering Regulations and Guidelines.

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## Officer Recommendation

- 1 That the attachment to this report be withheld from the press and public as it is confidential for the following reason:  
  
With reference to Section 10(A) (2) (d)(i) of the Local Government Act 1993, the attachment relates to commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.
  - 2 That Council accept the Tender from and enter into a contract with Graffiti Clean Pty Ltd for the provision of Graffiti Removal Services from all Council owned property and assets and all residential property in the former Rockdale LGA. The contract term will be 3 years and will include 2 optional extensions of 12 months each.
  - 3 That Council have the ability to extend the services during the term of the contract with the contracted supplier.
- 

## Background

Bayside Council provides a Graffiti Removal Service to the residents of Bayside for the removal of graffiti on Council owned property and assets. In addition, residents of the former Rockdale City Council pay the Safer City Levy each year for graffiti removal from their private property.

A contract is in place for provision of removal of all graffiti in the former Rockdale Local Government Area within 72 hours. Graffiti Clean Pty Ltd is the current contractor and

conducts regular patrols of the LGA three days a week and removes all graffiti from the former Rockdale LGA.

Graffiti in the former Botany LGA is predominantly removed by Council staff. On occasion third party providers are engaged to remove excessive graffiti. The Safer City Levy does not apply to the residents of the former Botany LGA and there is currently no plan to extend the Levy to these residents.

Consideration was given to providing the service in-house. The per annum cost of providing the service in-house is estimated to exceed \$100,000 (ex GST). The current contract value per annum is \$87,000 (ex GST).

The Procurement Team in collaboration with the Community Life Team developed a Tender document (RfT F19/597) to establish a new contract for provision of Graffiti Removal Services for the former Rockdale LGA.

## Tenders Received

The Procurement Team in collaboration with the Community Life Team developed a Tender document (RfT F19/597) to establish a new contract for provision of Graffiti Removal Services for the former Rockdale LGA.

Tenders were received via Tenderlink and are shown in the table below in alphabetical order. There were no hard copy tenders received via the tender box located at the Rockdale Customer Service Centre.

Tenderer legal name	ABN	Company Directors
Fast Facilities Services P/L	74 168 734 076	Mauro Pereira Carlos Diana Milena Rusinque Gomez
Graffiti Clean P/L	54 116 390 080	Richard Pitchforth Sally-Anne Pitchforth
Kleenit P/L	51 121 427 003	Mark Andrew Wood Peter Alan Robinson
Mainserve Australia P/L	28 109 964 767	Bill Bakas
Pro-Asset Painting Maintenance P/L	46 122 934 034	Mark Estivo
Solo Services Group Australia P/L	83 624 141 199	Matt Salihi
The Graffiti Eaters P/L	79 006 699 252	Mark Adam Mackenzie
Urban Maintenance Systems P/L	38 005 251 954	Campbell Walker Neil McLennan

*Of the companies that tendered, none are located in the Bayside Council LGA.*

## Tender Process

RfT F19/597 was published on the Bayside Council Tenderlink web portal on 11 June 2019. The Tender was advertised in the Sydney Morning Herald, St George Leader and Southern Courier. The Tender closed on 4 July 2019 at 10am (Sydney time).

The evaluation team consisted of:

Name	Department
Peter Micali	Supervisor, Properties and Facilities Maintenance, City Presentation
Antonietta Natoli	A/Coordinator Community Capacity Building, City Life
Stephen Williamson	Community Safety Officer, City Life
Roland Sinn	Procurement Specialist, City Performance

The evaluation process was to evaluate tenders based on the advertised evaluation criteria. Following the initial evaluation, the panel agreed that higher ranked tenderers be invited to Council for a working demonstration of their services. All tenderers were given the same opportunity at the working demonstration, and these formed part of the overall evaluation.

## Evaluation Methodology

The evaluation criteria were listed in the RfT F19/597 tender document and tenderers were required to address the criteria in the returnable schedules.

Criteria Description	Criteria Weighting
Tendered price offer including all rates and any costings that affect the overall price	25%
Tenderer profile including industry experience and experience providing and supporting the deliverables as specified in this tender document; Demonstrated experience providing analogous deliverables to analogous clients (includes Referee Reports); Key Personnel, including organisational chart and evidence the tenderer has the capacity to perform the service;	25%
Quality assurance programs / processes / licences / accreditation;	10%
Environmental Sustainability;	10%
Work Health & Safety;	15%
Demonstration of proposed products and method of cleaning The Evaluation Team will determine whether all Tenderers or only short-listed Tenderers provide a demonstration of the proposed products and method of cleaning.	15%
Total of Price and Non-Price Evaluation Criteria	100%

## Evaluation Outcome

The Evaluation Team scored tendered responses to evaluation criteria by consensus and reviewed price offers. The addition of consensus scores to price offers for each tender confirmed the tender from Graffiti Clean represented superior Value for Money.

The RfT F19/597 Evaluation Report details the evaluation process and the decisions made by the Evaluation Team.

Graffiti Clean accepted the terms and conditions of the proposed agreement which was published with the RfT F19/597 tender document.

Graffiti Clean currently charges \$7,250 ex GST per month (\$87,000 per annum) for removal of all graffiti from the former Rockdale LGA within a 72-hour period.

Graffiti Clean tendered a lower rate of \$6,400 ex GST per month (\$76,800 per annum). Graffiti Clean has confirmed their tendered offer covers the service requirements specified in RfT F19/597 and will provide the services under the new contract to Bayside Council at the more competitive rate.

The saving of \$850 per month between the current contract and the new contract represents a total saving of \$51,000 ex GST over the five-year life of the new contract.

## Implementation

The recommended tenderer, Graffiti Clean, is also the incumbent contractor currently providing graffiti removal services. The services detailed in the RfT F19/597 tender specification are the same as the current requirement. There are no transition requirements from the current contract to the new contract.

## Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Funding for the contract is via the Safer City Levy which is paid by the residents of the former Rockdale LGA
Additional funds required	<input type="checkbox"/>	

## Community Engagement

Not applicable

## Attachments

Evaluation Report - ENDORSED (confidential)

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## Council Meeting

11-12-2019

Item No	8.18
Subject	<b>Lunar Lights Festival 2020</b>
Report by	Meredith Wallace, General Manager
File	F18/964

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## Summary

As part of the 2019 – 2020 Event Calendar review, Council endorsed changing the location of the Lunar New Year Festival from Dacey Gardens, Daceyville to the Mascot Station Precinct.

This report provides a summary of what is proposed, including a request for a budget adjustment, to ensure the delivery of an event that meets both Council and community expectations.

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## Officer Recommendation

- 1 That Council notes the plans and event format for the 2020 Lunar Light Festival.
  - 2 That Council approves an additional budget allocation of \$39K for the Night Noodle Market and Lunar Festival
- 

## Background

Bayside Council has a multicultural community and in particular a growing Asian community. In 2016 the census data indicated that 46% of Bayside residents were born overseas, with the largest community making their way here from China.

The celebration of Lunar New Year was established as a means of embracing our diversity. Our annual celebration includes a community focused event, highlighting the culture and traditions of Chinese and Asian communities through a full program of entertainment, interactive workshops and food stalls.

In past years the event has been held at Dacey Gardens, Daceyville attracting large numbers of people, many from our neighbouring Local Government Area. In June this year Council resolved to move the event to the Mascot Town Centre in the Mascot Station Precinct and for it to be renamed the Lunar Lights Festival. The move was to ensure that the festival would reach the community within Bayside, in particular an area with a high Asian population and for the 'Lunar Lights' to bring the spirit of the festival to the wider community.

The event will stretch from the Bourke St entrance to Etherden Walk and on to Central Park, an important piece of open space in the growing Mascot community. Central Park was recently handed over to Council and the Lunar celebrations provide an opportunity to showcase this new urban open space.

The lanterns and lights, combined with music and street performers will encourage people to wander from the station to the park enjoying the festive atmosphere or an offering from the



night noodle market. Local food retailers will be encouraged to trade outside of their premises on that Saturday evening to further add to the sense of celebration.

A budget of \$51k was originally allocated for the Lunar Lights festival this year. Unfortunately the UNSW has advised that they are not able to provide sponsorship and the Confucius Society has reduced the scale of their entertainment program. In future years Council will endeavour to bring another sponsor on board and seek out community groups to provide free entertainment but due to time constraints this is not possible for the 2020 event.

A large portion of the increased budget has been invested in lighting and Chinese Zodiac Sculptures to create the lunar light effect. These can be reused in future years and so represent a one off cost. Also quotes for infrastructure have been higher than anticipated because a more labour intensive installation is needed to respond to the limited vehicular access to the site.

This report is submitted to Council to seek an additional budget of \$39k to cover the investment in festive lighting, zodiac sculptures and increased infrastructure costs. Should Council resolve to commit the additional budget, a quarterly adjustment will be required in Q2.

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### Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input checked="" type="checkbox"/>	\$39,000

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### Community Engagement

Not Applicable

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### Attachments

Lunar Lights 2020 Site plan [↓](#)



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## Council Meeting

11/12/2019

Item No 8.19  
Subject **Citizen of the Year 2020 - Panel Recommendations**  
Report by Meredith Wallace, General Manager  
File F18/325

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## Summary

The Citizen of the Year Award recognises the exceptional contributions made by an individual to the local community in the areas of community services, charitable work, education/school development, environment, arts and culture, sport, or humanitarian initiatives that enhance the quality of life for residents.

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## Officer Recommendation

- 1 That the attachment to this report be withheld from the press and public as it is confidential for the following reason:  
  
With reference to Section 10(A) (2) (a) of the Local Government Act 1993, the attachment relates to personnel matters concerning particular individuals (other than Councillors).
  - 2 That the report be received and noted.
- 

## Background

The Panel which was established to consider nominations for Bayside's Australia Day Awards has agreed on one nominee for each of the three categories; Citizen of the Year, Sports Person of the Year and Young Citizen of the Year.

The candidate information is confidential and is attached to this report with a summary of their outstanding contributions to the Bayside Community.

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## Community Engagement

Not applicable

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## **Attachments**

Citizen of Year 2020 - Panel Recommendations (confidential)

## Council Meeting

11/12/2019

Item No	8.20
Subject	<b>2018-19 General Purpose Financial Statements - Audit Outcome and Statement by Councillors and Management</b>
Report by	Michael Mamo, Director City Performance
File	F19/790

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## Summary

At its Council meeting 13 November 2019 Council resolved to sign the modified Statement by Councillors and Management for the draft 2018-19 General Purpose Financial Statements which had been reviewed by the Audit Office of NSW.

The Audit Office of NSW has advised Council of the audit outcome for the 2018-19 General Purpose Financial Statements. These were subject to a final review by the Audit Office of NSW Technical Issues Committee meeting on 27 November 2019.

The Audit Director attended the Risk and Audit Committee meeting on 28 November 2019 and with Manager Finance provided an update on the audit result of the 2018-19 General Purpose Financial Statements.

Following the completion of the audit work and the decision by the Audit Office of NSW Technical Issues Committee meeting Council needs to consider signing the revised Statement by Councillors and Management provided in attachment 2 to this report for the draft 2018-19 General Purpose Financial Statements to be finalised with the final audit opinion.

Council has been granted an extension by the Office of Local Government up until 28 February 2020 to lodge the 2018-19 audited General Purpose Financial Statements.

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## Officer Recommendation

That the Mayor, nominated Councillor, General Manager and Responsible Accounting Officer signs the revised Statement by Councillors and Management (Attachment 2) for the 2018-19 General Purpose Financial Statements.

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## Background

As part of phase 2 of "Project2020" Council has devoted significant resources to the remediation of issues identified as the underlying reason for the prior year "Disclaimer" of opinion from its government appointed auditors, Audit Office of NSW in its 2018-19 General Purpose Financial Statements. Despite this very extensive and credible work, the Audit Office has advised that it will issue a "Disclaimed" opinion on the 2018-19 General Purpose Financial Statements along with a clear audit opinion on the Pensioner Rebate Subsidy Claim, Permissible Income Returns and Roads to Recovery return.

Due to the extensive nature of the audit process for 2018-19, Council at the request of its auditor applied under *Section 416(3) of the 1993 Local Government Act* for an extension till



30 November 2019 to lodge its audited 2018-19 General Purpose Financial Statements, which was approved by the Office of Local Government.

At the Executive Meeting on 21 November 2019, Council was advised by the Audit Director of the preliminary audit outcome for the 2018-19 General Purpose Financial Statements as determined by the Audit Office of NSW Technical Issues Committee. The General Manager and Director City Performance subsequently met with a Deputy Auditor General of NSW and Assistant Auditor General to discuss the preliminary audit result before final determination was made by the Technical Issues Committee on 27 November 2019.

The Audit Office of NSW has advised Council of the audit outcome for the 2018-19 General Purpose Financial Statements following the final review by the Audit Office of NSW Technical Issues Committee meeting on 27 November 2019.

The Audit Director attended the Risk and Audit Committee meeting on 28 November 2019 and along with Council's Manager Finance, provided an update on the audit result of the 2018-19 General Purpose Financial Statements.

The decision by the Audit Office of NSW Technical Issues Committee is disappointing and does not reflect the success of Council in addressing a number of key audit issues that resulted in the prior year disclaimers. The explanation provided by the Audit Office of NSW is that the complexity of the audit, issues with opening balances (disclaimed prior years) and the flow on effects of this into the Income Statement and Cash Flow Statement combined with issues around Road and Stormwater Drainage assets created a tipping point for the continuation of the disclaimed audit opinion. In our Project 2020 plan, which was agreed to by the Bayside Audit & Risk Committee and provided to the Audit Office and Office of Local Government (OLG), we had included a staged, multi-year program to collect the required drainage data.

This audit decision does not reflect the sound and stable financial position of Council, as indicated by the performance indicators included in the draft 2018-19 General Purpose Financial Statements. But rather reflects a technical issue with audit standards and a very narrow and limited materiality threshold when considered with the net assets of Council.

As a consequence of the audit outcome, it is recommended that Council reissues a signed revised Statement by Councillors and Management as provided in attachment 2 to this report. It is noted that the main change which is highlighted in attachment 2 of the statement is the reference to audit being unable to verify the completeness of Council's Stormwater Drainage assets.

After the revised Statement by Councillors and Management is signed, it is anticipated that the Audit Office of NSW will issue a "Disclaimed" opinion on the 2018-19 General Purpose Financial Statements along with a clear audit opinion on the Pensioner Rebate Subsidy Claim, Permissible Income Returns and Roads to Recovery return. Due to timing, it is likely the audit opinion and other returns will be received by Council during January 2020 to enable final lodgement with the OLG.

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## Community Engagement

Not Applicable

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## Attachments

- 1 Copy of 13 November Signed Statement by Councillors and Management [↓](#)
- 2 Revised Statement by Councillors and Management Post Audit [↓](#)



Financial Statements 2019

## Bayside Council

General Purpose Financial Statements  
for the year ended 30 June 2019

## Statement by Councillors and Management

made pursuant to Section 413(2)(c) of the *Local Government Act 1993 (NSW)* (as amended)

Bayside Councils financial reports for 2016/17 and 2017/18 received a disclaimed audit opinion from its auditor, Audit Office of NSW. Council has completed significant work to address the underlying issues behind the disclaimer, including the implementation of internal control environment, revaluation of a number of asset classes and re-estimation of employee leave entitlements. However this work was focused on the correction of balances as at 30 June 2019 and could not correct the issues of the past, which are included in the opening balances, the reported operating result and cashflows.

Bayside Council has developed a detailed action plan to address the ongoing audit opinion and the 2018/19 financial reports have been prepared in accordance with the plan.

**The attached General Purpose Financial Statements have been prepared in accordance with:**

- the *Local Government Act 1993 (NSW)* (as amended) and the regulations made thereunder,
- the Australian Accounting Standards and other pronouncements of the Australian Accounting Standards Board
- the Local Government Code of Accounting Practice and Financial Reporting.

**To the best of our knowledge and belief, these financial statements:**

- present fairly the Council's financial position as at 30 June 2019,
- accord with Council's accounting and other records.

We are not aware of any matter that would render these statements false or misleading in any way.

Signed in accordance with a resolution of Council made on 13/11/19.



Joe Awada  
Mayor  
13/11/19



James MacDonald  
Councillor  
13/11/19



Meredith Wallace  
General Manager  
13/11/19



Matthew Walker  
Responsible Accounting Officer  
13/11/19

page 2

## Bayside Council

### General Purpose Financial Statements for the year ended 30 June 2019

#### Statement by Councillors and Management made pursuant to Section 413(2)(c) of the *Local Government Act 1993 (NSW)* (as amended)

Bayside Councils financial reports for 2016/17 and 2017/18 received a disclaimed audit opinion from its auditor, Audit Office of NSW. Council has completed significant work to address the underlying issues behind the disclaimer, including the implementation of internal control environment, revaluation of a number of asset classes and re-estimation of employee leave entitlements. However this work was focused on the correction of balances as at 30 June 2019 and could not correct the issues of the past, which are included in the opening balances, the reported operating result and cashflows.

Council recognised \$84.5m of stormwater drainage assets in Note 10(a). Council was unable to provide sufficient evidence to audit to support the completeness of the stormwater drainage assets recorded in the financial statements as at 30 June 2019.

Bayside Council has developed a detailed action plan to address these issues.

**Apart from the issues raised above, the attached General Purpose Financial Statements have been prepared in accordance with:**

- the *Local Government Act 1993 (NSW)* (as amended) and the regulations made thereunder,
- the Australian Accounting Standards and other pronouncements of the Australian Accounting Standards Board
- the Local Government Code of Accounting Practice and Financial Reporting.

**Apart from the issues raised above, to the best of our knowledge and belief, these financial statements:**

- present fairly the Council's financial position as at 30 June 2019,
- accord with Council's accounting and other records.

**We are not aware of any other matter that would render these statements false or misleading in any way. Signed in accordance with a resolution of Council made on 11/12/19.**

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Joe Awada  
Mayor  
11/12/19

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Councillor  
11/12/19

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Meredith Wallace  
General Manager  
11/12/19

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Matthew Walker  
Responsible Accounting Officer  
11/12/19

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## Council Meeting

11/12/2019

Item No	8.21
Subject	<b>Statutory Financial Report - October 2019</b>
Report by	Michael Mamo, Director City Performance
File	F09/605.002

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## Summary

This report is provided in accordance with the Local Government (General) Regulations, 2005, Division 5, paragraph 212 and s625 of the Local Government Act, 1993.

The necessary certificate by the Responsible Accounting Officer is included in this report and the Statutory Financial Reports are presented as follows:

- Investment Performance against Benchmark
- Statement of Bank Balances
- Schedule of Investments

As at 31 October 2019, Bayside Council had \$434.6m in cash and investments with an adjusted portfolio return on investments of 1.97%. Our income and expenditure cash-flow movements for the period primarily comprised the following:

- Income from operating activities totalled \$8.8m from rates, interest, grants and development planning contributions.
- Expenses from operating activities totalled \$14.9m for payments for employee costs, utilities, waste, contract and infrastructure work.

The restricted cash and investments funding dissection will be included in a future report to Council.

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## Officer Recommendation

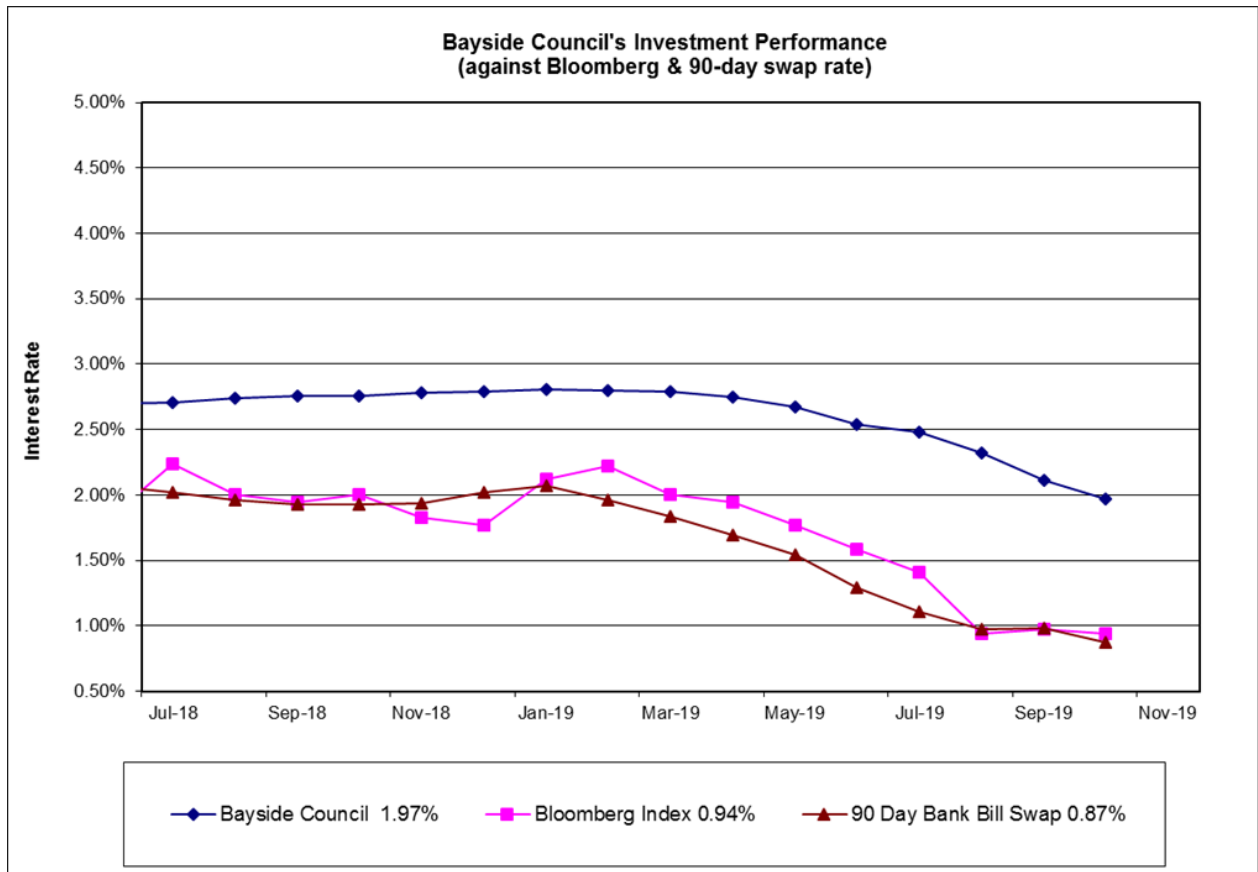
That the Statutory Financial Report by the Responsible Accounting Officer be received and noted.

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## Background

The following table shows the performance of Council's investments since July 2018. The Bloomberg (former UBS) Index is used for comparison as this is a generally accepted industry benchmark used by Australian businesses. The 90-day Bank Bill Swap Rate is the worldwide rate that is reviewed by the financial markets every 90 days. This rate underpins the majority of investments which makes it a meaningful comparison for measuring investment performance.

For the current period, Council outperformed the market by 103 basis points. As demonstrated by the investment performance graph, investment returns are slightly on the decline due to the recent Reserve Bank interest rate cuts but consistently above the industry benchmark and 90-day Bank Bill Swap Rate.



## Statement of Bank Balances

The table below shows details of movements in Council's cash at bank for October 2019.

STATEMENT OF BANK BALANCES AS AT 31 October 2019		
	GENERAL FUND	
<b>Cash at Bank (Overdraft) as per Bank Statement as at: 30/09/2019</b>		<b>\$1,225,652</b>
<b>Add: Income from Operating Activities for the Period</b>		
- Rates and other receipts*	\$3,735,739	
- Sundry Debtor Deposits	\$218,703	
- DA Fees, FCDs & Application & Construction Fees	\$442,835	
- Interest	\$900,296	
- Parking and Other Infringements	\$502,834	
- GST Recoverable from ATO	\$1,334,411	
- Rents, Leases, Booking Fees, Certificates & Licences	\$211,941	
- Sale of Assets	\$144,961	
- Grants	\$515,912	
- Childcare Income & Subsidies	\$375,482	
- Pool, Golf, Mutch Park & Library Income	\$115,867	
- S.94 & Planning Contributions	\$289,806	
<b>Total Income from Operating Activities for the Period</b>	<b>\$8,788,787</b>	
<b>Less: Expenses from Operating Activities for the Period</b>		
Accounts Paid for Period (includes urgent cheques & refunds)	-\$9,003,241	
Direct Payroll	-\$5,790,414	
Presented Cheques	-\$47,320	
Bank Charges (including Agency Fees)	-\$24,039	
<b>Total Expenses from Operating Activities for the Period</b>	<b>-\$14,865,014</b>	
<b>Total Net Movement from Operating Activities:</b>		<b>-\$6,076,227</b>
<b>Investment Activities for the Period</b>		
- Investments redeemed	\$7,000,000	
- Transfer from Short-Term Money Market	\$12,240,000	
- Transfer to Short-Term Money Market	-\$3,420,000	
- New Investments	-\$10,000,000	
<b>Net Investment Flows for the Period</b>	<b>\$5,820,000</b>	
<b>Funding Activities for the Period</b>		
Loan Repayments	\$0	
<b>Net Funding Flows for the Period</b>	<b>\$0</b>	
<b>Total Net Movement from Investment &amp; Funding Activities:</b>		<b>\$5,820,000</b>
<b>Cash at Bank (Overdraft) as per Bank Statement as at: 31/10/2019</b>		<b>\$969,425</b>
Bank overdraft limit for operating account is \$350,000.		
* other receipts include Australia Post & Bank Tape		

## Schedule of Investments

Bayside Council currently holds \$434.6m in investments and cash at call. In accordance with current accounting standards, investments are recorded at Fair Value (market value).

SCHEDULE OF INVESTMENTS HELD ON BEHALF OF BAYSIDE COUNCIL AS AT: 31/10/2019								
	Credit Rating	Purchase Price	Purchase Date	Maturity Date	Term Days	Prop %	Interest Rate	Market Value
<b>Term Deposits</b>								
Bank of Western Australia	A1	\$5,000,000	09/05/2019	06/11/2019	181	1.23%	2.25%	\$5,000,000
Bank of Western Australia	A1	\$5,000,000	14/08/2019	15/01/2020	154	1.23%	1.65%	\$5,000,000
Bank of Western Australia	A1	\$10,000,000	14/08/2019	12/02/2020	182	2.45%	1.65%	\$10,000,000
Bank of Western Australia	A1	\$5,000,000	04/09/2019	04/03/2020	182	1.23%	1.60%	\$5,000,000
Bank of Western Australia	A1	\$5,000,000	12/09/2019	11/03/2020	181	1.23%	1.60%	\$5,000,000
Bank of Western Australia	A1	\$10,000,000	18/09/2019	18/03/2020	182	2.45%	1.60%	\$10,000,000
Bank of Western Australia	A1	\$10,000,000	25/09/2019	25/03/2020	182	2.45%	1.55%	\$10,000,000
Bank of Western Australia	A1	\$5,000,000	09/10/2019	11/03/2020	154	1.23%	1.45%	\$5,000,000
Bank of Western Australia	A1	\$5,000,000	16/10/2019	15/04/2020	182	1.23%	1.45%	\$5,000,000
Bank of Western Australia	A1	\$5,000,000	23/10/2019	22/04/2020	182	1.23%	1.45%	\$5,000,000
Bank of Western Australia	A1	\$5,000,000	30/10/2019	26/02/2020	119	1.23%	1.40%	\$5,000,000
						<u>17.19%</u>		
Illawarra Mutual Building Society	A2	\$5,000,000	9/05/2019	06/11/2019	181	1.23%	2.35%	\$5,000,000
Illawarra Mutual Building Society	A2	\$5,000,000	21/08/2019	20/11/2019	91	1.23%	1.65%	\$5,000,000
Illawarra Mutual Building Society	A2	\$10,000,000	28/08/2019	04/12/2019	98	2.44%	1.65%	\$10,000,000
Illawarra Mutual Building Society	A2	\$5,000,000	29/08/2019	27/11/2019	90	1.23%	1.65%	\$5,000,000
Illawarra Mutual Building Society	A2	\$5,000,000	4/09/2019	11/12/2019	98	1.23%	1.65%	\$5,000,000
Illawarra Mutual Building Society	A2	\$5,000,000	11/09/2019	18/12/2019	98	1.23%	1.65%	\$5,000,000
Illawarra Mutual Building Society	A2	\$5,000,000	25/09/2019	29/01/2020	126	1.23%	1.55%	\$5,000,000
Illawarra Mutual Building Society	A2	\$5,000,000	2/10/2019	15/01/2020	105	1.23%	1.55%	\$5,000,000
Illawarra Mutual Building Society	A2	\$5,000,000	30/10/2019	29/04/2020	182	1.23%	1.60%	\$5,000,000
						<u>12.28%</u>		
ME Bank	A2	\$5,000,000	27/02/2019	27/11/2019	273	1.23%	2.65%	\$5,000,000
ME Bank	A2	\$5,000,000	15/03/2019	11/12/2019	271	1.23%	2.60%	\$5,000,000
ME Bank	A2	\$5,000,000	24/07/2019	19/02/2020	210	1.23%	1.85%	\$5,000,000
ME Bank	A2	\$5,000,000	31/07/2019	04/12/2019	126	1.23%	1.80%	\$5,000,000
ME Bank	A2	\$5,000,000	01/08/2019	04/12/2019	125	1.23%	1.80%	\$5,000,000
ME Bank	A2	\$5,000,000	07/08/2019	11/12/2019	126	1.23%	1.80%	\$5,000,000
ME Bank	A2	\$5,000,000	14/08/2019	15/01/2020	154	1.23%	1.75%	\$5,000,000
ME Bank	A2	\$10,000,000	22/08/2019	22/01/2020	153	2.45%	1.60%	\$10,000,000
ME Bank	A2	\$10,000,000	25/09/2019	26/02/2020	154	2.45%	1.65%	\$10,000,000
ME Bank	A2	\$5,000,000	02/10/2019	29/04/2020	210	1.22%	1.60%	\$5,000,000
ME Bank	A2	\$5,000,000	16/10/2019	15/07/2020	273	1.23%	1.55%	\$5,000,000
ME Bank	A2	\$5,000,000	23/10/2019	12/08/2020	294	1.23%	1.55%	\$5,000,000
						<u>17.19%</u>		
Westpac	AA-	\$5,000,000	09/11/2018	06/11/2019	362	1.23%	2.76%	\$5,000,000
Westpac	AA-	\$5,000,000	28/11/2018	28/11/2019	365	1.23%	2.73%	\$5,000,000
Westpac	AA-	\$5,000,000	03/12/2018	04/12/2019	366	1.23%	2.73%	\$5,000,000
Westpac	AA-	\$5,000,000	02/01/2019	08/01/2020	371	1.23%	2.70%	\$5,000,000
Westpac	AA-	\$5,000,000	11/02/2019	11/02/2020	365	1.23%	1.73%	\$5,000,000
Westpac	AA-	\$5,000,000	04/03/2019	04/03/2020	366	1.23%	2.65%	\$5,000,000
Westpac	AA-	\$10,000,000	07/03/2019	11/03/2020	370	2.45%	2.60%	\$10,000,000
Westpac	AA-	\$5,000,000	28/03/2019	25/03/2020	363	1.22%	1.77%	\$5,000,000
Westpac	AA-	\$5,000,000	06/06/2019	04/06/2020	364	1.23%	2.10%	\$5,000,000
Westpac	AA-	\$10,000,000	31/07/2019	29/07/2020	364	2.45%	1.70%	\$10,000,000
Westpac	AA-	\$5,000,000	09/08/2019	06/08/2020	363	1.23%	1.61%	\$5,000,000
Westpac	AA-	\$5,000,000	29/08/2019	27/08/2020	364	1.23%	1.57%	\$5,000,000
Westpac	AA-	\$5,000,000	11/09/2019	09/09/2020	364	1.23%	1.70%	\$5,000,000
Westpac	AA-	\$5,000,000	18/09/2019	16/09/2020	364	1.23%	1.70%	\$5,000,000
						<u>19.65%</u>		
AMP Bank	A2	\$5,000,000	21/02/2019	20/11/2019	272	1.23%	2.80%	\$5,000,000
AMP Bank	A2	\$3,000,000	12/06/2019	11/12/2019	182	0.73%	2.40%	\$3,000,000
						<u>1.96%</u>		

Schedule of Investments cont'd								
National Australia Bank	A1	\$10,000,000	06/02/2019	06/11/2019	273	2.45%	2.67%	\$10,000,000
National Australia Bank	A1	\$5,000,000	19/03/2019	18/12/2019	274	1.23%	2.48%	\$5,000,000
National Australia Bank	A1	\$5,000,000	24/04/2019	22/01/2020	273	1.23%	2.39%	\$5,000,000
National Australia Bank	A1	\$5,000,000	08/05/2019	13/11/2019	189	1.23%	2.30%	\$5,000,000
National Australia Bank	A1	\$5,000,000	30/05/2019	27/11/2019	181	1.23%	2.17%	\$5,000,000
National Australia Bank	A1	\$5,000,000	19/06/2019	18/12/2019	182	1.23%	2.00%	\$5,000,000
National Australia Bank	A1	\$5,000,000	17/07/2019	29/01/2020	196	1.23%	1.88%	\$5,000,000
National Australia Bank	A1	\$5,000,000	04/09/2019	04/03/2020	182	1.23%	1.62%	\$5,000,000
National Australia Bank	A1	\$5,000,000	09/10/2019	08/04/2020	182	1.23%	1.55%	\$5,000,000
National Australia Bank	A1	\$10,000,000	23/10/2019	01/04/2020	161	2.45%	1.55%	\$10,000,000
NAB- Suncorp FRN	A+	\$2,000,000	12/04/2016	12/04/2021	1826	0.49%	2.24%	\$2,025,184
						15.23%		
ING Direct	A	\$1,000,000	06/06/2018	06/12/2019	548	0.24%	2.80%	\$1,000,000
ING Direct	A	\$5,000,000	18/12/2018	24/06/2020	554	1.23%	2.70%	\$5,000,000
						1.47%		
Direct Investments (Floating Rate & Fixed Rate Term Deposits -TDs)								
CBA- Bank of QLD FRN	A-	\$2,000,000	26/02/2016	06/11/2019	1349	0.49%	2.06%	\$1,999,880
CBA- Bendigo & Adelaide FRN	A-	\$2,000,000	26/02/2016	18/08/2020	1635	0.49%	2.07%	\$2,018,560
CBA - Rabobank FRN	A+	\$2,000,000	04/03/2016	04/03/2021	1826	0.49%	2.48%	\$2,035,560
CBA- Bank of QLD FRN	BBB+	\$1,000,000	18/05/2016	18/05/2021	1826	0.24%	2.45%	\$1,017,210
CBA FRN	AA-	\$2,000,000	12/07/2016	12/07/2021	1826	0.49%	2.07%	\$2,026,920
CBA- Bendigo & Adelaide FRN	A-	\$2,000,000	21/11/2016	21/02/2020	1187	0.49%	2.08%	\$2,012,780
CBA FRN	AA-	\$3,000,000	17/01/2017	17/01/2022	1826	0.74%	1.97%	\$3,040,920
CBA- Greater Bank FRN	BBB-	\$4,000,000	24/02/2017	24/02/2020	1095	0.98%	2.41%	\$4,026,020
CBA- Rabobank FRN	A+	\$2,000,000	03/03/2017	03/03/2022	1826	0.49%	2.04%	\$2,030,360
CBA- Credit Union Australia FRN	BBB+	\$2,750,000	20/03/2017	20/03/2020	1096	0.68%	2.22%	\$2,766,583
CBA- Greater Bank FRN	BBB-	\$2,000,000	25/03/2017	29/05/2020	1161	0.49%	2.37%	\$2,014,010
CBA- ME Bank FRN	BBB+	\$3,000,000	06/04/2017	06/04/2020	1096	0.74%	2.09%	\$3,012,810
CBA- Greater Bank FRN	BBB-	\$1,000,000	04/08/2017	29/05/2020	1029	0.25%	2.37%	\$1,007,005
CBA- AMP FRN	A	\$2,000,000	06/10/2017	06/10/2020	1096	0.49%	1.59%	\$1,996,340
CBA - Heritage Bank FRN	BBB+	\$2,000,000	27/11/2017	04/05/2020	889	0.49%	2.24%	\$2,008,080
CBA - Newcastle Perm Build Soc FRN	BBB	\$2,000,000	29/11/2017	07/04/2020	860	0.49%	2.19%	\$2,010,160
ANZ - Heritage Bank FRN	BBB+	\$1,450,000	04/05/2017	04/05/2020	1096	0.36%	2.31%	\$1,455,795
Bendigo Adelaide Bank Fixed TD	BBB	\$5,000,000	23/05/2019	20/11/2019	181	1.23%	2.25%	\$5,000,000
Bendigo Adelaide Bank Fixed TD	BBB	\$5,000,000	28/08/2019	27/05/2020	273	1.23%	1.60%	\$5,000,000
Bendigo Adelaide Bank Fixed TD	BBB	\$10,000,000	04/09/2019	04/03/2020	182	2.45%	1.60%	\$10,000,000
Bendigo Adelaide Bank Fixed TD	BBB	\$5,000,000	16/10/2019	15/04/2020	182	1.23%	1.50%	\$5,000,000
						15.03%		
FTD= Floating Rate Deposit FRN= Floating Rate Note								
Unlisted Community Bank Shares								
NRMA/IAG Shares	Unrated	\$7,552				0.01%		
Bendigo Bank	A2	\$5,000				0.00%		
Total Investments		\$407,212,552				100.00%		
Operating Accounts		\$969,425						
Cash Deposit Accounts		\$15,686,667						
AMP 31 Day Notice Account		\$10,699,860						
Total Investments and Cash		\$434,568,504						
Investment and Cash Flows for Bayside Council:								
	Sep-19	Oct-19	Total Net Movement					
Total Investments	\$404,212,552	\$407,212,552	\$3,000,000					
Operating Accounts	\$1,225,652	\$969,425	-\$256,227					
Cash/Short Term Money Market	\$24,501,049	\$15,686,667	-\$8,814,382					
AMP 31 Day Notice Account	\$10,684,053	\$10,699,860	\$15,807					
TOTAL Investments and Cash:	\$440,623,306	\$434,568,504	-\$6,054,802					
NOTE: In accordance with current accounting standards Council is required to obtain market values on its investments and hence the inclusion in the above table. It is important to note that Council does not hold any CDOs which have adversely affected many councils in NSW.								
I hereby certify in accordance with Clause 212 of the Local Government (General) Regulation 2005 that the above investments have been made in accordance with Section 625 of the Local Government Act 1993, and Council's investment policies.								
RODNEY SANJIVI								
RESPONSIBLE ACCOUNTING OFFICER								



**Investment Translation**

The following investment information is provided as translation of what the types of investments are:

- \* A Term Deposit is a short term deposit held at a financial institution for a fixed term and attracts interest at the prevailing market rate.
- \* A Bank Bill is a short term investment issued by a bank representing its promise to pay a specific sum to the bearer on settlement. The amount payable to Council at maturity is the face value which represents the purchase price and interest earned.
- \* A Floating Rate Note is a longer term investment issued by a financial institution with a variable interest rate. The adjustments to the interest rate are usually made every three months are tied to a certain money-market index such as the Bank Bill Swap Rate (BBSW).
- \* A CDO (Collateralised Debt Obligation) is an investment backed by a diversified pool of one or more classes of debt. These investments are for longer terms and offer a higher rate of interest. Council does not invest in CDOs.
- \* A Capital Guaranteed Note is a longer term investment issued by a financial institution with a fixed coupon that is paid contingent on the performance of the underlying investments, being equities, property bonds etc. In addition, this form of investment also can attract capital growth. The issuer of the note has provided a guarantee that the capital is guaranteed at maturity.
- \* A Floating Term Deposit and Variable Rate Deposits are exactly the same as term deposits except they automatically roll over (reinvest) at the end of the 90-day period for up to 2 years.
- \* Money Market Call Account refers to funds held at a financial institution and can be recalled by Council either same day or overnight.
- \* Unlisted Community Bank Shares refer to bank shares not listed on the Australian Stock Exchange. The local community owns and operates the Bendigo Bank branch which assists the bank in providing banking infrastructure and community support.

**Credit Ratings**

- \* AAA - Extremely strong capacity to meet financial commitments (highest rating).
- \* AA - Very strong capacity to meet financial commitments.
- \* A - Strong capacity to meet financial commitments, but somewhat more susceptible to adverse economic conditions and changes in circumstances.
- \* BBB - Adequate capacity to meet financial commitments with adverse economic conditions or changing circumstances more likely to lead to a weakened capacity of the obligor to meet its financial commitments.
- \* BB - Less vulnerable in the near term, but faces uncertainties and exposures to adverse business, financial and economic conditions.
- \* B - More vulnerable to non-payment than obligations rated 'BB', but the obligor has the capacity to meet its financial commitment on the obligation.
- \* CCC - Currently vulnerable, dependent upon favourable business, financial and economic conditions to meet its financial commitments.
- \* CC - Currently highly vulnerable.
- \* C - Highly likely to default.

**Financial Implications**

- |                                      |                                     |
|--------------------------------------|-------------------------------------|
| Not applicable                       | <input checked="" type="checkbox"/> |
| Included in existing approved budget | <input type="checkbox"/>            |
| Additional funds required            | <input type="checkbox"/>            |

**Community Engagement**

Not applicable

**Attachments**

Nil

## Council Meeting

11/12/2019

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Item No	8.22
Subject	<b>Stronger Communities Fund - Major Projects and Community Grants Programs - Round One and Two Progress Reporting</b>
Report by	Debra Dawson, Director City Life
File	F16/965

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## Summary

This report outlines progress on the projects funded by the Stronger Communities Funding for Major Projects and the Stronger Community Grants Program - Round One and Round Two. These projects were endorsed by Council on 12 April 2017 and 13 December 2017 respectively. Regular progress reports are required by the Office of Local Government with the next report due by 31 January 2020.

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## Officer Recommendation

That Council approves the Stronger Communities Fund 6 monthly Major Projects report for the period from 1 July 2019 – 31 December 2019 and the Stronger Communities Fund 6 monthly Community Grants report for the period from 1 July 2019 – 31 December 2019 for reporting to the NSW Office of Local Government, in accordance with the funding guidelines.

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## Background

### Major Projects

The major projects component of the Stronger Communities Fund involved the allocation of funds to projects that deliver large scaled, new or improved infrastructure or services to the community.

\$9m was allocated to the following 3 projects with final reports already submitted to the Office of Local Government (OLG):

1. Ramsgate - Pine Park: COMPLETED; Construction is complete. The Carpark adjacent to the Grand Parade and the waterfront promenade are open for public use and enjoyment. Project Final report has been submitted in June 2019.
2. Wolli Creek - Cahill Park: COMPLETED; Construction is complete. The installed lighting and pathway connectivity has improved the recreational use and safety of the park. Project Final report has been submitted in June 2019.
3. Eastgardens Westfield new Bayside Council Customer Service Centre: COMPLETED: Construction is complete. The new Bayside Council customer service centre has replaced the existing customer service centre at the previous City of Botany Bay Council Administration Centre in Mascot is fully operational in Eastgardens Shopping Centre. Project Final report has been submitted in December 2018.

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### Stronger Communities Fund (SCF) Community Grant Program

Bayside Council was provided with \$1 million under the Stronger Communities Fund (SCF) Community Grant Program. The fund allows allocation of up to \$50,000 to incorporated not-for-profit community groups to help build more vibrant, sustainable and inclusive local communities.

Council endorsed the allocation of \$483,856 in grants from the \$1 million fund on 12 April 2017. The remaining \$516,144 of Round Two from the Community Grants Program was allocated on 13 December 2017.

Under the SCF Guidelines, approved funding is to be spent or committed by 30 June 2019 and preferably acquitted by 31 December 2019. Any uncommitted funds must be returned by 30 March 2020.

The Guidelines also require 6 monthly reports (by 31 July and 31 December) to the Office of Local Government on project progress.

The first progress report on Round One was provided to Council on 13 December 2017. A report on Round 1 and Round 2 was also provided in June 2018, December 2018 and June 2019.

The attached tables provide information on projects in each round and funds allocated to each.

All projects are now complete and final acquittal provided. Many of these have submitted with images provided in the attached report. Final documentation can be submitted to OLG.

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### Financial Implications

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### Community Engagement



Not applicable

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### Attachments

- 1 SCF Round 1 - Council Reporting Dec 19 [↓](#)
- 2 SCF Round 2 - Council Reporting Dec 19 [↓](#)


**NSW Government Stronger Communities Fund – Round One – Progress Report**  
**Six-monthly report due 30/12/2019**

Funded organisation	Project name	Summary	% complete	Progress update	Images
Women's Community Shelters Ltd	New WCS Crisis Accommodation  <b>Amount \$50,000</b>	To establish a new crisis accommodation shelter for up to 6 women, with or without dependent children, who are homeless or leaving domestic violence in the Bayside LGA	100%	Project complete and SCF Final Project Report submitted.	
Exodus Youth Worx	Project Food Worx  <b>Amount \$50,000</b>	Launch a new Employment Skills Training Program and Social Enterprise. The training program aims to grow technical skills of disengaged young people in hospitality and cooking. The Social Enterprise provides employment opportunities.	100%	Project complete and SCF Final Project Report submitted.	



**NSW Government Stronger Communities Fund – Round One – Progress Report**  
**Six-monthly report due 30/12/2019**

Funded organisation	Project name	Summary	% complete	Progress update	Images
Sunnyfield	TechKNOWLEDGE  <b>Amount \$33,822</b>	Deliver 40 Skills for Life courses that target opportunities for daily independence, social integration, education and employment for people with intellectual disability.  Includes the purchase and installation of technology driven equipment and furniture.	100%	Project complete and SCF Final Project Report submitted.	
Kyeemagh Infants Public School P&C Association	Kyeemagh Community Sustainability Hub  <b>Amount \$27,632</b>	Purchase a demountable building with kitchen for children to learn about growing food and cooking their own produce and caring for their environment. Provision for community workshops and healthy food program for breakfasts and lunches.	100%	Project complete and SCF Final Project Report submitted.	

**NSW Government Stronger Communities Fund – Round One – Progress Report**  
**Six-monthly report due 30/12/2019**



Funded organisation	Project name	Summary	% complete	Progress update	Images
Bay City Care	My Youth Hub  <b>Amount \$50,000</b>	Establish an additional after school youth "Drop in Centre" to provide a place to connect in structured programs. Life skills education, homework centre, recreational and educational activities.	100%	Project complete and SCF Final Project Report submitted.	

**NSW Government Stronger Communities Fund – Round One – Progress Report**  
**Six-monthly report due 30/12/2019**




Funded organisation	Project name	Summary	% complete	Progress update	Images
South Eastern Community Connect	Community Wellness Mentoring and Empowerment Program  <b>Amount \$49,002</b>	The Community Wellness Mentoring and Empowerment project will deliver training for up to 30 community members with the aim of creating a supportive community for people with mental illness. Well-being workshops for residents and people with mental health issues.	100%	Project complete and SCF Final Project Report submitted	<p><i>Art Therapy Workshops</i></p> 
Dolls Point Football Club	Memorial Lighting Enhancement  <b>Amount \$48,400</b>	Installation of 2 additional lighting towers on the western side of Memorial Playing Fields. The improved lighting will be used to extend the use of the grounds during the winter months for night training.	100%	Project complete and SCF Final Project Report submitted	



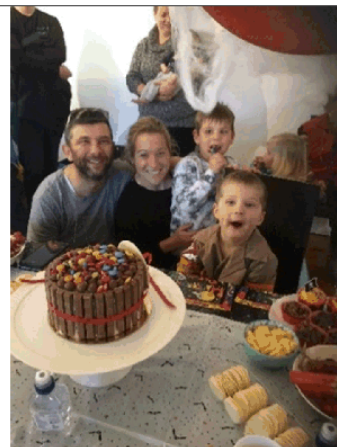
**NSW Government Stronger Communities Fund – Round One – Progress Report**  
**Six-monthly report due 30/12/2019**

Funded organisation	Project name	Summary	% complete	Progress update	Images
Pagewood Botany Football Club Inc	Media and Canteen Facilities Upgrade  <b>Amount \$50,000</b>	Upgrade the Club's internet and media technology as well as canteen facilities. Provision of technology and canteen equipment.	100%	Project complete and SCF Final Project Report submitted.	
St George Children with Disabilities Fund Inc	Enhancing the Quality of Lives of Children with a Disability and Their Families  <b>Amount \$25,000</b>	Providing support to children with a disability and their families. Includes purchase of technology and equipment specific to the children's needs.	100%	Project complete and SCF Final Project Report submitted.	


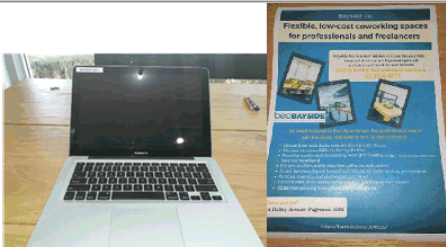
**NSW Government Stronger Communities Fund – Round One – Progress Report**  
**Six-monthly report due 30/12/2019**

Funded organisation	Project name	Summary	% complete	Progress update	Images
Arncliffe Scots Baseball Club	Ground Watering Project  <b>Amount \$50,000</b>	Installation of dedicated ground watering to the baseball field diamonds to improve both ground amenity and player safety.	100%	Project complete and SCF Final Project Report submitted.	
St George Football Association	New Seating and Goal Posts – McCarthy Reserve  <b>Amount \$50,000</b>	Installation of new seating (7x4 tier, 4 metre stands) and portable goal posts at McCarthy Reserve for football field.	100%	Project complete and SCF Final Project Report submitted.	 


**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**

<b>Funded organisation</b>	<b>Project name</b>	<b>Summary</b>	<b>% complete</b>	<b>Progress update</b>	<b>Images</b>
Kingsgrove Community Aid Centre Incorporated	POPPY Mental Health Supported Playgroup (Parents Opportunity to Participate in Play with their Young)  <b>Amount \$19,880</b>	In Kind Support to fund various elements of service provision including – Venue / Room Hire; Childcare Worker; Staff recruitment and induction; Playgroup Coordinator; Petty Cash (catering, toys, craft items); mental health clinical support; early intervention; RUOK Day and Post natal depression week.	100%	Project complete and SCF Final Project Report submitted.	
St George Children with Disabilities Fund Inc.	Grants for Good  <b>Amount \$25,000</b>	Extensive support equipment, therapy, modifications to vehicle, specialised software, financial support, vehicle insurance and registration for Children with Disabilities.	100%	Project complete and SCF Final Project Report submitted.	



**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**

<b>Funded organisation</b>	<b>Project name</b>	<b>Summary</b>	<b>% complete</b>	<b>Progress update</b>	<b>Images</b>
Botany Family and Children's Centre	Repair and upgrade of inclusive and interactive outdoor space for families and children.  <b>Amount \$50,000</b>	Resurface backyard with soft-fall, install fixed equipment / panels & seating, replacement of sun-protection sails. Much needed repair and renovation of the educational and interactive outdoor play area.	100%	Project complete and SCF Final Project Report submitted.	
Bayside Business Enterprise Centre	Small Business Mentor and Connect  <b>Amount \$4,833</b>	Facilitation – Programs and incidentals such as transport/parking, stationery, computer software to support the running of the centre.	100%	Project complete and SCF Final Project Report submitted.	




**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**

<b>Funded organisation</b>	<b>Project name</b>	<b>Summary</b>	<b>% complete</b>	<b>Progress update</b>	<b>Images</b>
The Bay Community Garden Incorporated	Community Garden Shelter  <b>Amount \$30,327</b>	Shelter / Shed / Water Tank / Guttering and Downpipe Installation The Shelter will be used for regular meetings of the gardening group and community workshops and its roof will collect rain water to use on the garden. A storage shed will be located adjacent to the shelter.	100%	Project complete and SCF Final Project Report submitted.	

**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**





<b>Funded organisation</b>	<b>Project name</b>	<b>Summary</b>	<b>% complete</b>	<b>Progress update</b>	<b>Images</b>
South Eastern Community Connect	Good Beginnings - Start right, Start early  <b>Amount \$49,654</b>	Project Coordinator/Health Nurse/Venue Hire/Publicity and Promotion. To provide a model of integrated care between child and family health nurse, community child health and speech pathology and key child and family service providers and the NGO sector. To ensure children who are under represented have the best start at school.	100%	Project complete and SCF Final Project Report submitted.	
Rockdale Rugby Football Club Inc.	RRU Clubhouse Upgrade  <b>Amount \$50,000</b>	Funding to upgrade canteen facilities which will include cupboards, bench-tops, storage, commercial refrigerator, and commercial deep fryer; new lighting. Renovation of toilets showers/change room, replacement tanks.	100%	Project complete and SCF Final Project Report submitted.	

**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**


Funded organisation	Project name	Summary	% complete	Progress update	Images
3Bridges Community Limited	Arncliffe Men's Shed Relocation and Set up  <b>Amount \$50,000</b>	The Arncliffe Men's Shed Bayside Relocation. The new site will have the capacity to provide a separate space for a work area where the equipment, machinery and work benches and accessible bathrooms will be included. The roller door will be replaced with an electronic industrial door to secure the building.	100%	Project complete and SCF Final Project Report submitted.	   <p>Disability access bathroom at the Bayside Men's Shed.</p>





**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**

Funded organisation	Project name	Summary	% complete	Progress update	Images
The Deli Women & Children's Centre	<p>"Standing up for our Children-Safer Home without DV" Project</p> <p><b>Amount \$26,996</b></p>	Domestic Violence Groups for Mums with the key focus on strengthening safety, security and reinforcing mother/child attachment. Additional personalised parenting appointments will be offered for those needing extra support.	100%	Project complete and SCF Final Project Report submitted.	 <p><i>Regain hope in a safe space in which the healing process can begin</i></p> <p><small>Sponsored by NSW State Government and Bayside Council under Stronger Communities Grant</small></p>   <p><b>"Healing Together"- Mothers Parenting Group for Survivors of Trauma and Abuse</b></p>  <p>For survivors of domestic violence looking to learn about how their children and their parenting is impacted by trauma and abuse. Support, nurture and increase connection with your child in a safe and empowering environment.</p> <p><small>Dates: Monday 6/5/19 -24/6/19 (7weeks)</small></p> <p><small>Time: 12.15pm (12.30pm-2.30pm)</small></p> <p><small>Where: The Deli Women &amp; Children's Centre 72 Maloney St, Eastlakes NSW 2018</small></p> <p><small>Bookings: FREE Group and childminding. Please call 9667 4664 or <a href="mailto:admin@thedeli.org.au">admin@thedeli.org.au</a></small></p>


**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**

Funded organisation	Project name	Summary	% complete	Progress update	Images
Moving Forward DFV Case Management Services Incorporated	Start-up Education Assistance Program for Women  <b>Amount \$24,829.70</b>	Education costs for technology, stationery, tertiary fees, text books and some of the other hidden costs associated with study for women escaping domestic and family Violence. Payment for Parenting Course through a local community/ government organisation.	100%	Project complete and SCF Final Project Report submitted.	 <p>The first image is a flyer for 'Circle of Security Parenting', a free 7-week program. It features a graphic of two hands holding a small object. The text on the flyer includes: 'At times all parents feel lost or without a clue about what our child might need from us. Imagine what it might feel like if you were able to make sense of what your child was really asking you. The Circle of Security Parenting program is based on decades of research about how secure parent-child relationships can be supported and strengthened.' It also mentions the start date (30th October 2019), time (10am - 11.30am), location (Kogarah Community Services, 49 English Street, Kogarah), and contact information (Danielle on 9587 6622). Logos for KCS, Bayside Council, and Family &amp; Community Services are at the bottom.</p> <p>The second image is a photograph of various school supplies laid out on a table, including a laptop, a printer, a scanner, a black bag, a calculator, a ruler, a protractor, a compass, a set of pens and pencils, a notebook, and a small box of tissues.</p>



**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**

<b>Funded organisation</b>	<b>Project name</b>	<b>Summary</b>	<b>% complete</b>	<b>Progress update</b>	<b>Images</b>
Nurses On Wheels Australia Ltd	Nurses On Wheels (NOW) Day Tripper Bus  <b>Amount \$50,000</b>	Nurses On Wheels (NOW), Day Tripper Bus is a vital and highly successful Program which currently runs from Monday – Friday. Purchase a bus for frail and socially isolated clients.	100%	Project complete and SCF Final Project Report submitted.	
Shopfront Arts Co. Op. Ltd.	Young Leaders, New Futures  <b>Amount \$50,000</b>	Project Manager for 12 months, Carer supervision and support Program Administration. Facilitation of six Youth forums across 12 months for an audience of their peers. Focus on issues relevant to young people in a safe space for genuine engagement.	100%	Project complete and SCF Final Project Report submitted.	

**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**

Funded organisation	Project name	Summary	% complete	Progress update	Images
Moving Forward DFV Case Management Service Inc.	<p>Healing Strategies for Children - Professional development series 1</p> <p><b>Amount \$10,068 and family violence</b></p>	Facilitation of a half day professional development symposium for people who are working with children who have experienced trauma. Training will focus on children who have experienced family violence.	100%	Project complete and SCF Final Project Report submitted.	

**NSW Government Stronger Communities Fund – Round Two – Progress Report**  
**Six-monthly report due 30/12/2019**

<b>Funded organisation</b>	<b>Project name</b>	<b>Summary</b>	<b>% complete</b>	<b>Progress update</b>	<b>Images</b>
Macedonian Orthodox Community Church St Petka Inc	Fire Detection & Emergency Lighting upgrade  <b>Amount \$24,568</b>	New technology - Fire & Emergency Lighting Upgrade. Project is to replace the out of date fire and emergency lighting system which will not require constant testing.	100%	Project complete and SCF Final Project Report submitted.	
St George Youth Services	Youth POP-UP! Activities Project  <b>Amount \$50,000</b>	The Youth POP-UP! Activities Project is an innovative, interactive & engaging program for young people. Programs include personal development and life skills, well-being & community engagement of young people aged 17-21.	100%	Project complete and SCF Final Project Report submitted.	

## **Council Meeting**

**11/12/2019**

Item No	8.23
Subject	<b>Petition Policy</b>
Report by	Michael Mamo, Director City Performance
File	F16/803

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## **Summary**

Council is committed to listening to the voice of the community, and welcomes submissions, such as petitions, on matters of concern and/or issues being considered by Council. Petitions are currently taken into consideration as part of the decision-making process.

This proposed policy clarifies what petitions are acceptable and what are deemed 'excluded'. It also makes clear to the public, Councillors and Council officers how petitions are dealt with.

## **Officer Recommendation**

- 1 That the attached draft policy be adopted.
  - 2 That any previous policies and / or procedures that deal with this issue are rescinded.
- 

## **Background**

Council encourages the community to communicate with Council on issues of importance to them. Council welcomes, and considers, the community's views on decision-making processes. This proposed policy aims to establish a consistent approach to the management of petitions, to ensure they are managed in a timely and effective manner. It clarifies what petitions are acceptable and what are deemed 'excluded'. It also makes clear to the public, Councillors and Council officers how petitions are dealt with.

Petitions on the following matters will be considered by Council, in accordance with these guidelines:

- Matters relating to Council's responsibilities and that Council is authorised to determine
- Matters which affect the Council or communities in the Bayside local government area, as long as Council is in a position to exercise a degree of influence.

A petition may be returned to the head petitioner accompanied by an explanation where:

- It is excluded (refer section 5 of the policy)
- Where the main subject matter of the petition relates to a matter in which Council has no degree of control or influence
- Where the petition is requesting Council to facilitate the distribution of or publication of the petition on behalf of another agency for any matter that is under the control of any external agency. However, Council may consider making representations on behalf of the community to the relevant organisation where it sees a significant impact on its communities.

The policy allows both hard-copy and on-line petitions. It sets certain standards, including that there be a minimum of 20 signatories. It reinforces that petitions, like other information collected by Council, are managed in accordance with the *Privacy and Personal Information Protection Act 1998* and *Government Information (Public Access) Act 2009*.

The policy recognises that petitions come to Council through different channels – sometimes through Councillors, sometimes direct to the General Manager or Council administration. Whatever channel, the receipt of petitions is reported to Council as detailed in section 4 of the policy:

- i. Petitions lodged with Bayside Council are referred to the Manager Executive Services to be acknowledged and directed to the relevant Council officer for consideration:
  - If the request is consistent within the current operational plan and budget, the petition request may be able to be implemented by the relevant Council officer.
  - If the request concerns a new Council initiative, it may need to be assessed before a recommended outcome is developed.

In either case the petition is reported to the next ordinary Council meeting following its receipt, with an officer recommendation for notation.

- ii. Petitions lodged with a Councillor, may be either:
  - tabled at the next ordinary Council Meeting via a Notice of Motion lodged within the timeframes as outlined in the Code of Meeting Practice
  - referred to the General Manager (and relevant Council officer) for consideration.

In the latter case the petition is reported to the next ordinary meeting following its receipt, with an officer recommendation for notation.

- iii. Once petitions have been reported to Council, an acknowledgement is forwarded to the head petitioner. Once petitions have been considered and a course of action or otherwise is decided, further advice is forwarded to the head petitioner.

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## Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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## Community Engagement

Not applicable

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## Attachments

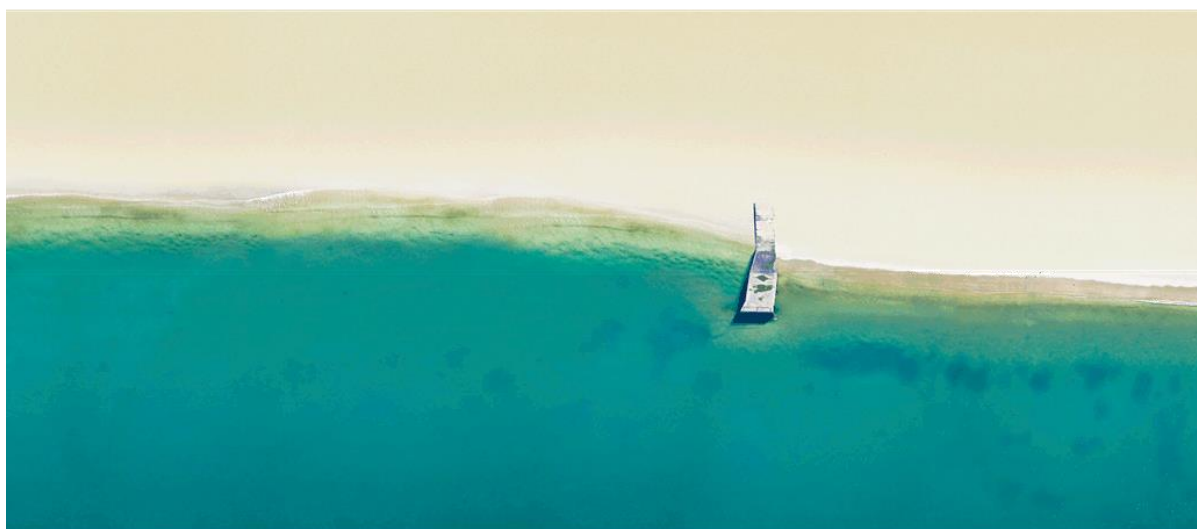
Draft Petitions Policy [↓](#)





# Draft Petition Policy

**Date**



© Bayside Council

Petition Guideline File: F11/248 Document: 19/323485

Policy Register: Policy No.:

Class of document: Council Policy

Enquiries: Manager Governance & Risk



**Telephone Interpreter Services - 131 450** Τηλεφωνικός Υποστηρικτής Διαπραγμάτευσης بخدمة الترجمة الهاتفية 電話傳譯服務處 Служба за преводување по телефон

Petition Policy

2

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## 1 Introduction

### 1.1 Background

Council encourages the community to communicate with Council on issues of importance to them. Council welcomes, and will consider, the community's views on decision-making processes. This policy aims to establish a consistent approach to the management of petitions, to ensure they are managed in a timely and effective manner.

### 1.2 Definitions

**Petition:** A formal written request to Council, typically signed by a number of people, seeking action or special consideration of a particular matter, that Council is authorised to determine.

**Head petitioner:** the main or chief petitioner identified with appropriate contact details, or, if not identified as such, the first petitioner.

### 1.3 Policy statement

Council is committed to listening to the voice of the community, and welcomes submissions, such as petitions, on matters of concern and/or issues being considered by Council. Petitions are taken into consideration as part of the decision-making process, if submitted in accordance with this policy.

### 1.4 Scope of policy

This policy applies to all petitions submitted to Council, all persons submitting petitions, and all Councillors and Council officers who deal with petitions.

## 2 Content of petitions

### 2.1 General

Petitions on the following matters will be considered by Council, in accordance with these guidelines:

- Matters relating to Council's responsibilities and that Council is authorised to determine
- Matters which affect the Council or communities in the Bayside local government area, as long as Council is in a position to exercise a degree of influence.

A petition may be returned to the head petitioner accompanied by an explanation where:

- It is excluded (refer section 5)
- Where the main subject matter of the petition relates to a matter in which Council has no degree of control or influence,

- Where the petition is requesting Council to facilitate the distribution of or publication of the petition on behalf of another agency for any matter that is under the control of any external agency. However, Council may consider making representations on behalf of the community to the relevant organisation where it sees a significant impact on its communities.

## 2.2 Hard copy petitions

The person lodging the petition, the 'chief petitioner', must ensure the petition meets the following mandatory criteria:

- Be signed by 20 or more persons.
- Be made by persons that have a direct interest in Bayside Council, such as residents, ratepayers, business stakeholders, or in some other capacity.
- Is legible and does not contain disrespectful or offensive language.
- If written in a language other than English, the petition must be accompanied by a certified translation (including contact details of the translator).
- Includes a clear and concise statement identifying the purpose of the petition.
- Identifies the subject matter of the petition and the action requested of Council.
- Includes the names, addresses and signatures of the persons who support the petition.
- Includes the name, address and contact details of the head.

## 2.3 Online petitions

Council considers online petitions signed through a website that contain the following:

- The purpose, subject matter of the petition and the action requested of Council.
- The names and email addresses of the persons supporting the petition.
- Online signatures of the persons supporting the petition – electronic petitions may be signed online, usually through a website.
- Total number of people electronically signing the petition, which must be electronically signed by 20 or more persons.

## 2.4 Public access to information

Information contained in petitions, including personal information, is deemed to be voluntarily offered by petition signatories on the understanding that their personal information contained in the petition would be forwarded to Council and may be made on Council's website or by other means.

Personal information of petition participants is collected by Council in accordance with section 8 of the *Privacy and Personal Information Protection Act 1998 (NSW)*.

All records are stored in Council's electronic records management system and may be disclosed to Councillors, Council officers, consultants to Council or members of the public. The petition and related documents received by Council may be made publicly available under the *Government Information (Public Access) Act 2009*.

### 3 Submitting a petition

Petitions may be provided directly to the Mayor, Councillors, or addressed to Council's General Manager.

Petitions can be submitted to Council through the following methods:

- Mail – PO Box 21, ROCKDALE NSW 2216
- Email – [council@bayside.nsw.gov.au](mailto:council@bayside.nsw.gov.au)
- In Person – via one of our Customer Service Centres located at:
  - Rockdale Library, 444-446 Princes Highway Rockdale NSW 2216 or
  - Eastgardens Library, Westfield Eastgardens, 152 Bunnerong Road Eastgardens

### 4 Receiving petitions

Petitions lodged with Bayside Council are referred to the Manager Executive Services to be acknowledged and directed to the relevant Council officer for consideration:

- If the request is consistent within the current operational plan and budget, the petition request may be able to be implemented by the relevant Council officer.
- If the request concerns a new Council initiative, it may need to be assessed before a recommended outcome is developed.

In either case the petition is reported to the next convenient meeting following its receipt, with an officer recommendation for notation.

Petitions lodged with a Councillor, may be either be:

- tabled at the next convenient Council Meeting via a Notice of Motion lodged within the timeframes as outlined in the Code of Meeting Practice
- referred to the General Manager (and relevant Council officer) for consideration.

In the latter case the petition is reported to the next convenient meeting following its receipt, with an officer recommendation for notation.

Once petitions have been reported to Council, an acknowledgement is forwarded to the head petitioner. Once petitions have been considered and a course of action or otherwise is decided, further advice is forwarded to the head petitioner.

## 5 Excluded petitions

In some cases, petitions may not comply with this policy and are deemed an 'excluded petition'.

The head petitioner is notified if a petition is deemed an excluded petition, along with the related reasons. The types of petitions listed below are deemed excluded petitions in the following circumstances:

- Any petition relating to a planning decision already determined by Council staff, or the Bayside Local Planning Panel; or other determining authority. However, petitions are considered as one submission as part of the planning determination decision-making process.
- Any petition considered by Council to be vexatious, offensive or otherwise inappropriate.
- Any petition affected by legislation, legal or insurance proceedings (including potential) impacting on the Council's ability to respond or deal with the matter
- Any petition received on a similar issue to a previous petition or substantive issue already considered within the current term of Council.

## 6 Procedure implementation

### 6.1 Procedures

Procedures associated with this policy may be approved by the Manager Governance & Risk. They may address such issues as the following:

- Roles and Responsibilities
- Templates and online forms
- Petition register and monitoring

### 6.2 Responsibilities

Manager Governance & Risk is responsible for the policy.

Manager Executive Services is responsible for coordination the managing petitions received.

## 7 Document control

### 7.1 Review

This policy is reviewed at least every four years.

Minor editorial amendments that do not change the substance of this policy may be approved by the Manager Governance & Risk.

### 7.2 Related documents

#### Related Legislation



*Government Information (Public Access) Act 2009*  
*Local Government Act 1993*  
*Local Government General Regulation 2005*  
*Privacy and Personal Information Protection Act 1998*

#### **Related Documents and Council Policy**

*Code of Meeting Practice*  
*Access to Information Policy*  
*Privacy Management Plan*

### **7.3 Version history**

This policy replaces an operational procedure.

<b>Version</b>	<b>Release Date</b>	<b>Author</b>	<b>Reason for Change</b>
0.2	TBA	Manager Executive Services, Coordinator Policy	

## **Council Meeting**

**11/12/2019**

Item No	8.24
Subject	<b>Response to Question - Annual disclosures by Regional and Local Planning Panels</b>
Report by	Michael Mamo, Director City Performance
File	F19/255

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## **Question**

The following Question With Notice was submitted at Council's Meeting of 10 October 2019 by Councillor Saravinovski:

Are the members of the Bayside Local Planning Panel and Sydney Eastern City Planning Panel required to submit Disclosure of Pecuniary Interest Annual Returns in the same way that Councillors and Council Designated Persons are required to do?

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## **Response**

The Code of Conduct for regional planning panel requires members to adhere to the Department of Premier and Cabinet's Guidelines 'Conduct Guidelines for Members of NSW Government Boards and Committees' ("the DPC Guidelines"). These declarations are required to be made by panel members on an annual basis. The Code articulates that taken together, schedule 2 of the EP&A Act and the requirements of the DPC Guidelines ensure that the pecuniary interest disclosure requirements for planning panel members are the same as those for local government councillors.

The Code of Conduct for local planning panels such as Bayside Local Planning Panels requires members to lodge annual Disclosure of Interest returns similar to those lodged by local government councillors.

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## **Attachments**

Nil

**Council Meeting**

**11/12/2019**

Item No	9.1
Subject	<b>Minutes of the Sport &amp; Recreation Committee Meeting - 26 November 2019</b>
Report by	Debra Dawson, Director City Life
File	SF18/3022

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**Officer Recommendation**

That the Minutes of the Sport & Recreation Committee meeting held on 26 November 2019 be received and the recommendations therein be adopted with the exception of Item 6.1 as this is the subject of a separate report contained within the Business Paper for this meeting.

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**Summary**

The minutes include the following substantial recommendations:

**5.5 Off Leash Dog Exercise Area Proposal – Mutch Park**

- 1 Councillor Morrissey proposed a trial Off Leash Dog Exercise area within a designated zone of Mutch Park, between the hours of 4:00pm – 10:00am.
- 2 The trial would include a 12 month period with an ensuring review and report the Sport & Recreation Committee for further discussion and consideration.
- 3 The trial period will commence once necessary signage, controls and communication has been put in place.

**6.1 Bexley Tennis Courts and Scarborough Park Tennis Courts**

- 1 Samantha Urquhart, Manager Property, briefed the Committee on the issue, presenting two options put forward to Council by the current tenant.
- 2 The Committee expressed consensus that the matter be referred to the next Council meeting for consideration and recommendation by way of a supplementary report to the Sports & Recreation Committee minutes.

Note: A separate report on this matter is contained with the Business Paper for meeting.

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## Present

Mayor Joe Awada  
Councillor James Macdonald (chair)  
Councillor Scott Morrissey  
Councillor Andrew Tsounis  
Councillor Christina Curry  
Councillor Liz Barlow  
Councillor Dorothy Rapisardi  
Meredith Wallace, General Manager  
Debra Dawson, Director City Life  
Scott Field, Manager Sport & Recreation

## Also present

Samantha Urquhart, Manager Property  
Michael McCabe, Director City Futures  
Gavin Ross, Coordinator Sport & Recreation  
Maritza Abra, Coordinator Infrastructure Projects  
Camille Abbott, Project Manager

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The Chairperson opened the meeting in the Level 2 Conference Room at 6.35pm

### 1 Acknowledgement of Country

The Chairperson affirmed that Bayside Council respects the traditional custodians of the land, elders past, present and emerging, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

### 2 Apologies

The following apologies were received:

Councillor Vicki Poulos  
Councillor Michael Nagi

### 3 Disclosures of Interest

There were no disclosures of interest.

### 4 Minutes of Previous Meetings

#### 4.1 Minutes of the Sport & Recreation Committee Meeting - 28 October 2019

##### Committee Recommendation

That the Minutes of the Sport & Recreation Committee meeting held on 28 October 2019 be confirmed as a true record of proceedings

## **5 Reports**

### **5.1 Update - Entry to Angelo Anestis Aquatic Centre carpark**

- 1 Maritza Abra, Coordinator Infrastructure Projects presented on the most recent submission provided to the Traffic Committee regarding the issue, including options and ensuing considerations.
- 2 Mayor Joe Awada proposed further options to those tabled in the presentation for consideration and research.

#### **Committee Recommendation**

That the report be noted and additional options tabled be researched and reported on with accompanying concept designs at the next Sport & Recreation Committee meeting.

### **5.2 Fee Harmonisation - Sports Field Hire**

- 1 Scott Field, Manager Sport & Recreation presented on a proposal for the harmonisation of Council's Schedule of Fees and Charges for the hire and use of sporting facilities across the LGA.
- 2 The Committee expressed consensus that further information was required, including a more detailed financial comparison of income and expenditure relating to the operation of grass and synthetic fields. This extended to include a better understanding of payment arrangements between clubs and associations, relating to the hire of sporting facilities.

#### **Committee Recommendation**

That the presentation be noted and the Committee be briefed by way of an updated presentation at the next Sport & Recreation Committee meeting for further consideration and discussion.

### **5.3 Botany Aquatic Centre - Update**

Camille Abbott, Project Manager briefed the Committee and foreshadowed the impending presentation to address this issue in the required detail, has been scheduled for the next GM Briefing on 27 November 2019.

#### **Committee Recommendation**

That the Committee receives and notes the report.

### **5.4 Golf Course Strategy**

Camille Abbott, Project Manager briefed the Committee on the issue and detailed the proposed revised timeline.

**Committee Recommendation**

That the Committee receives and notes the revised timeline.

**5.5 Off Leash Dog Exercise Area Proposal**

- 1 Councillor Morrissey proposed a trial Off Leash Dog Exercise Area within a designated zone of Mutch Park, from the northern side of the skate park to Heffron Rd between the hours of 4:00 pm - 10:00 am, Monday to Sunday, noting that these times are consistent with the hours for the beach off leash times at Kyeemagh.
- 2 The trial would include a 12 month period with an ensuing review and report to the Sport & Recreation Committee for further discussion and consideration.
- 3 The trial period will commence once necessary signage, controls and communication have been put in place, with a view to having it in place in the first quarter of 2020.

**Committee Recommendation**

That the trial of an Off Leash Dog Exercise Area at Mutch Park proceed in accordance with the conditions outlined above.

**6 General Business****6.1 Bexley Tennis Court and Scarborough Park Tennis Courts**

- 1 Samantha Urquhart, Manager Property briefed the Committee on the issue, presenting two options put forward to Council by the current tenant.
- 2 The Committee discussed the options and concluded that neither option could be recommended and that the lease and current negotiations with Golden Goal for both Scarborough Park and Bexley Tennis Courts be terminated and that a further report be prepared on future options for these courts.
- 3 The Committee gave concurrence (subject to Council approval) for the release of Golden Goal from its current contract and that Council will not pursue Golden Goal for costs pertaining to his make good obligations at Scarborough Park Tennis Courts, subject to the leases being terminated and negotiations ceasing.
- 4 The Committee expressed consensus the matter be deferred to the next Council meeting for consideration and recommendation by way of a supplementary report to the Sports and Recreation Committee minutes.

**Committee Recommendation**

That the matter be deferred to the next Council meeting for consideration and recommendation.

## **6.2 Bexley Pool**

Councillor James Macdonald expressed concerns relating to the closure of public access to the Bexley Aquatic Centre repeatedly for the use of school carnivals.

### **Committee Recommendation**

That Scott Field, Manager Sport & Recreation investigates the matter and requests a schedule of School Carnival bookings from the facility operator, and to also review the licence agreement in place.

## **6.3 Dog Off Leash Exercise Area - Beach**

Councillor James Macdonald tabled community interest in a Dog Off Leash Exercise Area at Sandringham Beach as indicated in the Cook Park Plan of Management and Master Plan.

### **Committee Recommendation**

That the subject be raised for discussion at the next Sports and Recreation Committee meeting.

## **6.4 Ador Avenue - CCTV Cameras**

- 1 Mayor Joe Awada raised concerns that a CCTV security camera at Ador Avenue overlooking the Ador Avenue Synthetic Field has been identified as missing.
- 2 Mayor Joe Awada requested an update be provided on the issue at the next Sport & Recreation Committee meeting.

### **Committee Recommendation**

That the Committee receives an update at the next Sport & Recreation Committee Meeting.

## **6.5 Bexley Bowling Club**

- 1 Councillor James Macdonald requested an update on the Bexley Bowling Club.
- 2 Samantha Urquhart, Manager Property advised the process had progressed since it was updated at the previous Sport & Recreation Committee Meeting, including work towards the finalisation of a deed of agreement.

### **Committee Recommendation**

That the Committee receives a further update at the next Sport & Recreation Committee Meeting.



## **7 Next Meeting**

That the next meeting be held in the Level 2 Conference Room at 6.30pm on Monday, 24 February 2020.

The Chairperson closed the meeting at 9.18pm.

## **Attachments**

Nil

## Council Meeting

11/12/2019

Item No	9.2
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 4 December 2019</b>
Report by	Michael McCabe, Director City Futures
File	SF18/3022

## Officer Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 4 December 2019 be received and the recommendations therein be adopted.

## Present

Councillor Dorothy Rapisardi (Convener)  
Traffic Sergeant Sandra Dodd, St George Police Area Command  
Senior Constable Alexander Weissel, South Sydney Police Area Command  
Sergeant Sean Madden, Eastern Beaches Police Area Command  
Mark Carruthers, representing Roads and Maritime Services (teleconference excluding Items BTC19.212, BTC19.219 & BTC19.226)  
Dean Superina, representing the Office of Michael Daley MP  
Stuart Midgley, representing State Member for Rockdale (excluding Items BTC19.212, BTC19.219 & BTC19.226)

## Also present

Jeremy Morgan, Manager City Infrastructure, Bayside Council  
Agasteena Patel, Coordinator Traffic and Road Safety, Bayside Council  
Lyn Moore, NSW Pedestrian Council  
Robbie Allen, Transport Planner, Bayside Council  
Christos Apostolopoulos, Cardno (BTC19.212)  
Chris Slenders, Cardno (BTC19.212)  
Glen McKeachie, Coordinator Regulations, Bayside Council  
David Carroll, Senior Parking Patrol Officer, Bayside Council  
Malik Almuhanha, Traffic Engineer, Bayside Council  
Erika Pontes, Traffic Engineer, Bayside Council  
Almustafa Kamil, Student Engineer, Bayside Council  
Julie Gee, Senior Project Landscape Architect, Bayside Council (BTC19.226)  
Nadim El Masri, Public Domain Engineer, Bayside Council (Item BTC19.219)  
Will Watts, Christie Civil (Item BTC19.219)  
James Ethridge, Crown Group Constructions (Item BTC19.219)  
Stan Kafes, Colston Budd Rogers & Kafes (Item BTC19.219)  
Pat Hill, Traffic Committee Administration Officer, Bayside Council

The Convenor opened the meeting in the Rockdale Town Hall, Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9:22 am and affirmed that Bayside Council respects the traditional custodians of the land, elders past, present and emerging, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

## 1 Apologies

The following apologies were received:

James Suprain, representing Roads and Maritime Services  
Les Crompton, representing State Member for Kogarah  
George Perivolarellis, representing State Members for Rockdale and Heffron  
Rabih Bekdache, Transit Systems  
Mr Mango, BIKEast

## 2 Disclosures of Interest

There were no disclosures of interest.

## 3 Minutes of Previous Meetings

### **BTC19.210 Minutes of the Bayside Traffic Committee Meeting - 6 November 2019**

#### **Committee Recommendation**

That the Minutes of the Bayside Traffic Committee meeting held on 6 November 2019 be confirmed as a true record of proceedings.

## 4 Reports

### **BTC19.211 Banks Avenue and Park Parade, Pagewood - Proposed 6m '1P 8:30am-6pm' parking restriction and signposting statutory 10m 'No Stopping' restrictions.**

#### **Committee Recommendation**

- 1 That approval be given for the installation of proposed 6m '1P 8:30-6pm' parking restriction at 80 Banks Avenue, Pagewood.
- 2 That the approval be given for the installation of 'No Stopping' signs to reinforce the 10m statutory 'No Stopping' zones at two corners of the intersection of Banks Avenue and Parks Parade, Pagewood.
- 3 That the applicant be advised that the 1P parking space is for all road users to use and the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.

### **BTC19.212 Banksmeadow Local Area Traffic Management (LATM) Study**

#### **Committee Recommendation**

- 1 That the summarised results of the Banksmeadow Local Area Traffic Management Study be received and noted.
- 2 That the detailed design of the proposed works be submitted to Bayside Traffic

Committee for endorsement prior installation.

**BTC19.213 Baxter Lane, Kogarah - Signposting 'No Stopping' restrictions at the intersection with Cross Street**

**Committee Recommendation**

That approval be given to implement the following restrictions:

- 1 10m 'No Stopping' restrictions in Cross Street along the western kerb line both north and south of Baxter Lane.
- 2 Replace the existing 'No parking – left and right' with 10m 'No stopping - left' restrictions in the southern side of Baxter Lane west of Cross Street and install a 'No parking – right'.

**BTC19.214 6 Bowmer Street, Banksia - Proposed 7m 1P restriction for people with mobility difficulty**

**Committee Recommendation**

- 1 That a 7m '1P 8:30 am – 6 pm' restriction be installed in front of 6 Bowmer Street, Banksia.
- 2 That the applicant be advised that the 1P parking space is for all road users to use and the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.

**BTC19.215 Bruce Street near Moate Avenue, Brighton Le Sands - Proposed extension of a 'No Stopping' restriction.**

**Committee Recommendation**

That the existing 'No Stopping' restriction in Bruce Street, fronting driveway of No. 18A Moate Avenue, Brighton Le Sands, be extended by 7m west of its existing position as the existing 3.8m car space is not compliant.

**BTC19.216 Chuter Avenue, Ramsgate - Detailed Design drawings for traffic facilities upgrade between Barton Street and Ramsgate Road**

**Committee Recommendation**

- 1 That rubber cushion pads be installed on all four approaches to the existing Roundabout at the intersection of Barton Street and Chuter Avenue, as well as the installation of required signage.
- 2 That each side street that intersects with Chuter Avenue be upgraded from the existing 'Give Way' signage to 'Stop', as per the attached pdf design.
- 3 That all existing linemarking within the project area be re marked to current standard.

- 4 That the residents be notified of the proposed works.
- 5 That Roads and Maritime Services (F6 Project delivery team) liaise with Bayside Council for the implementation of traffic treatments near Emmaline Street (concept design shown in attachment) as part of O'Connell Street/Chuter Avenue LATM scheme under F6 construction works.

**BTC19.217 Daniel Street, Botany - Proposed 12m of 'P10min 7 am - 9:30 am; 2:30 pm - 5:30 pm; Mon - Fri' parking restriction outside 56 Banksia Street, Botany**

**Committee Recommendation**

- 1 That approval be given for the installation of statutory 'No Stopping' along both sides of Daniel Street north of the intersection with Banksia Street from 0-10m.
- 2 That approval to be given to the installation of 12m 'P15min 7 am – 9:30 am and 2:30 pm – 5:30 pm Mon-Fri' parking restriction ( 2 parking spaces) from 10m-22m outside the childcare frontage, along western kerbline of Daniel Street, Botany, at the applicant's cost.

**BTC19.218 Delegation to Council officers to approve Works Zones during the Holidays until 31 March 2020**

**Committee Recommendation**

That delegated authority be given to the General Manager to approve Works Zone up to 31 March 2020 on Council roads only so that any applications received over the 2019 Christmas – 2020 New Year period can be determined without undue delays to applicant/builders.

**BTC19.219 19A Evans Avenue, Eastlakes - DA-17/1134 - Proposed road and footpath closure for 12 months**

**Committee Recommendation**

- 1 That the detailed design drawings for the proposed pedestrian crossings including lighting design and the footpath / driveway be provided to Bayside Traffic Committee for consideration.
- 2 That the existing pedestrian crossing not be removed or altered prior to the installation of the new crossings.
- 3 That the construction vehicles enter and leave the site via Evans Avenue and Racecourse Place as shown in the attachments.
- 4 That the applicant liaise with Australia Post with regard to the relocation of the existing street post box on the southern side of Evans Avenue and provide this information to Council for changes required to regulatory signage at the applicant's cost.
- 5 That the applicant notify the residents in the vicinity of the proposed pedestrian

crossings including the loss of street parking.

**BTC19.220 Fairview Street, Arncliffe rear of 171 Wollongong Road - Proposed 4 hour parking, 'No Parking' and 'No Stopping' restrictions**

**Committee Recommendation**

- 1 That a 32m '4P, 8:30 am – 6 pm Mon - Fri, 8:30 am – 12:30 pm Saturday' restriction be installed along the southern kerbline of Fairview Street east of Wilsons Road rear of No.171 Wollongong Road, Arncliffe.
- 2 That a 'No Parking' restriction be installed 3m either end of the rear driveway of No. 171 Wollongong Road along the southern kerbline of Fairview Street east of Wilsons Road, Arncliffe.
- 3 That the 10m statutory 'No Stopping' restriction at the corner of the southern kerbline of Fairview Street and Wilsons Road be signposted.

**BTC19.221 Galloway Street, Mascot - Proposed parking signs**

**Committee Recommendation**

- 1 That '1P 8:30 am - 6 pm Mon - Fri and 8:30 am - 12:30 pm Sat' restrictions be installed along the northern kerbline of Galloway Street.
- 2 That the existing 'No Parking' restriction across 2 driveways be retained (as per attached plans).
- 3 That '1P 8:30 am – 6 pm Mon – Fri and 8:30 am – 12:30 pm Sat' restriction be installed along the southern kerbline of Galloway Street.
- 4 That 46m 'No Stopping' restrictions be installed along the southern kerbline of Galloway Street near Bourke Street along the one-way section (with 6m within 2-way section to allow for turning of vehicles).
- 5 That 40m 'No Stopping' restrictions be installed along the northern kerbline of Galloway Street near Bourke Street along the one-way section.
- 6 That approval be given for implementation of new signs and line-marking for a short section of 40m as One Way (westbound direction) close to the Bourke Street end subject to endorsement by the Roads and Maritime Services.
- 7 That the one-way arrangement be reviewed once the remaining development in Galloway Street near Bourke Street is completed and fully operational.
- 8 That the proposed one-way arrangement in Galloway Street be submitted to Roads and Maritime Services for approval (questionnaire A to H).

**BTC19.222 1-3 Harrow Road, Bexley - Proposed 'No Stopping' restriction and 'Give Way' priority control at Albyn Lane - Condition 109 of DA2017/373**

**Committee Recommendation**

- 1 That the proposed 'No Stopping' restriction with linemarking on the western side of Albyn Lane, south of Harrow Road, be approved.
- 2 That the proposed 'No Stopping' restriction with linemarking on the eastern side of Albyn Lane, south of Harrow Road, be approved.
- 3 That the proposed 'Give Way' priority control linemarking and double centre lines at Albyn Lane, south of Harrow Road, be approved.
- 4 That the proposed works be completed by the applicant as part of their conditions of consent.

**BTC19.223 King Street west of Botany Road, Mascot - Proposed 'No Stopping' restriction.**

**Committee Recommendation**

That the existing 22m 'No Stopping' restriction on the northern kerbline of King Street west of Botany Road, Mascot, be extended by an additional 25m.

**BTC19.224 New Illawarra Road, Bexley - Detailed Design drawings for traffic facilities upgrade between Fortescue Street and Miller Avenue**

**Committee Recommendation**

- 1 That a pedestrian refuge island be provided in front of No.84 New Illawarra Road to improve access for pedestrians.
- 2 That four sets of four rubber cushion pads and associated signage be installed as per the attached design documents.

**BTC19.225 Rancom Street, Botany - Proposed 'No Stopping' restriction**

**Committee Recommendation**

- 1 That the existing 'No Parking' restriction on the northern side of Rancom Street, west of Wilson Street, Botany, be converted to a 'No Stopping' restriction including linemarking.
- 2 That the 'No Stopping' restriction be reinstated on the southern side of Rancom Street, west of Wilson Street, Botany, and complemented with linemarking to improve compliance.



**BTC19.226 Swinbourne Street Neighbourhood Centre public domain upgrade****Committee Recommendation**

- 1 That the Committee note the traffic amendments as included in the public domain upgrade proposal for Swinbourne Street neighbourhood centre.
- 2 That the kerb / footpath at Wilson Street end be extended to be in line with the footpath at Trevelyan Street end of the southern side of Swinbourne Street
- 3 That the pedestrian facility in Queen Street be considered to provide the pedestrian connection between the bus stops.

**BTC19.227 Tramway Lane Rosebery, between Harris Street and Sutherland Street - Proposed changing the existing parking restriction to 'No Stopping' restriction****Committee Recommendation**

That the existing 'No Parking' restrictions on the northern and southern side of Tramway Lane, between Harris Street and Sutherland Street, Rosebery, be converted to 'No Stopping' restrictions including line-marking.

**BTC19.228 Waratah Road, South of Botany Road, Botany - Proposed 1P restriction.****Committee Recommendation**

That a '1P, 8:30 am – 6 pm, Mon - Fri, 8:30am - 12:30pm Sat' restriction be installed on the eastern side of Waratah Road, between Botany Road and Hanna Street.

**BTC19.229 Wollongong Road, Arncliffe - Proposed 12m of 'P10min 8:30am - 6pm Mon - Fri' outside 253-259 Forest Rd, Arncliffe****Committee Recommendation**

- 1 That approval to be given to the installation of 12m 'P10min 8:30 am – 6 pm Mon – Fri' parking restriction (2 parking spaces) outside 253-259 Forest Road, along Wollongong Road, Arncliffe, at the applicant's cost.
- 2 That the applicant be informed that the proposed stand-alone parking restriction will be enforced subject to availability of Council resources based on competing priorities.

**BTC19.230 Referrals from Anti-Hooring Taskforce****Committee Recommendation**

That the standing item for Referrals from the Anti-Hooring Taskforce be removed from the agenda of future meetings as Council has not resolved to appoint delegates for the

remaining one year of this term of Council to the Anti-Hooning Taskforce Committee.

**BTC19.231 Matters referred to the Bayside Traffic Committee by the Chair**

**Committee Recommendation**

That the matters raised by the Chair be considered.

- 1 An update was sought on the previous matter that was raised by the P&C Banksmeadow Public School. A response is forthcoming in relation to this matter.
- 2 That in regards to parking restrictions in Wellington Street, Council Officers will continue to address resident queries.
- 3 Council note that further representations have been made regarding the 8hr parking in Hardie Street, Mascot and that this matter had been previously considered at the 6 November 2019 Bayside Traffic Committee Meeting where it was recommended that existing parking be retained based on overwhelming resident feedback.

**BTC19.232 General Business**

**Committee Recommendation**

That the Chair confer with formal Committee members on Items without notice.

The Convenor closed the meeting at 11:27 am.

**Attachments**

Nil

## **Council Meeting**

**11/12/2019**

Item No	9.3
Subject	<b>Minutes of the Botany Historical Trust Meeting - 4 November 2019</b>
Report by	Debra Dawson, Director City Life
File	SF18/3022

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## **Officer Recommendation**

That the Minutes of the Botany Historical Trust meeting held on 4 November 2019 be received and the recommendations therein be adopted.

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## **Summary**

The minutes include the following substantial recommendations:

### **5.2 Community History and Museum**

- 1 That Council review the Ron Rathbone Junior entry themes, criteria and guidelines to encourage participation and diversity in submissions in preparation for 2020 competition.

### **5.5 Botany Golf Club**

- 2 That the Committee supports the proposal to photograph and digitise the Golf Club's plaques and associated memorabilia to add to Bayside Library Service's local history collection.

### **5.6 Renaming of Hillier Park**

- 2 That Council approve, in principle, to change the name of Hillier Park to Nancy Hillier Park.
- 3 That Council Officers submit an application to the Geographical Names Board for the name change in accordance with the Board's guidelines and protocol.
- 4 That new signage is installed and a small official opening of the park in early 2020, once the outcome of the name change request has been determined.

### **6.2 Glenn McEnallay Memorial & Daceyville Memorials**

- 1 That Council consider installing lighting at the Glen McEnallay Memorial Mascot to prevent repeat vandalism of the memorial.
  - 2 That Council audit and organise graffiti removal and repairs to the Daceyville interpretative signs.
-

## **Present**

Anne Slattery, President (Chair)  
Christopher Hanna, Vice President  
Alice McCann, Senior Vice President  
Robert Hanna, Secretary  
Richard Smolenski, Treasurer,  
Clarence Jones, Committee Member  
Jacqueline Milledge, Committee Member (Arrived 7pm)  
Peter Orlovich, Committee Member

## **Also Present**

Joe Awada, the Mayor,  
Meredith Wallace, General Manager  
Councillor Dorothy Rapisardi  
Bobbi Mayne, Manager, Customer Experience  
Leonie Maher, Administration Officer, Customer Experience

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The Chairperson opened the meeting in the Mascot Library and George Hanna Memorial Museum at 6.30 pm.

### **1 Acknowledgement of Country**

The Chairperson affirmed that Bayside Council respects the traditional custodians of the land, elders past, present and emerging, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

### **2 Apologies**

The following apologies were received:

- Councillor, Scott Morrissey
- Barbara Keeley, Committee Member
- Debra Dawson, Director City Life
- Jacqueline Milledge, Committee Member will be arriving late

The President welcomed the Mayor and the General Manager to the meeting.

The Mayor was introduced to the Committee by the General Manager. The Mayor acknowledged the important and valued role the Committee undertakes in the preservation, celebration and advocacy of local history and cultural heritage within the former City of Botany Bay Council area.

### **3 Disclosures of Interest**

There were no disclosures of interest.

## **4 Minutes of Previous Meetings**

### **4.1 Minutes of the Botany Historical Trust Meeting - 5 August 2019**

#### **Committee Recommendation**

Moved by Chris Hanna, seconded by Richard Smolenski:

That the Minutes of the Botany Historical Trust meeting held on 5 August 2019 be confirmed as a true record of proceedings.

## **5 Reports**

### **5.1 Arthur Park - Memorial Unveiling Ceremony**

Positive feedback was provided by the Committee on the unveiling ceremony including the attendance by Dorothy Arthur and representatives from the armed forces.

The Manager of Customer Experience facilitated a discussion about the preservation and presentation of the original plaques.

#### **Committee Recommendation**

On the motion of Richard Smolenski, seconded by Chris Hanna:

1. That the Manager Customer Experience confirm the number of plaques removed from the existing plinth and check that there are no further plaques stored in other areas of Council.
2. That the Manager Customer Experience to arrange have the plaques mounted and framed and include commentary about their history and the replacement at Arthur Park.

### **5.2 Community History and Museum**

#### Ron Rathbone Local History Prize

BHT Member and one of the Judges, Peter Orlovich advised the Committee that the event was well attended and the winning submissions for this year were of very high quality.

Discussion occurred amongst the Committee in reviewing the Junior entry themes, guidelines and criteria to encourage participating and diversity in the submissions.

### Staffing

The Committee acknowledged former Bayside Local History Librarian, Jenny MacRitchie for her support and valuable contributions to the BHT and local history and wish her the best in her new role.

### **Committee Recommendation**

On the motion of Richard Smolenski, seconded by Chris Hanna:

1. That Council review the Ron Rathbone Junior entry themes, criteria and guidelines to encourage participation and diversity in submissions in preparation for 2020 competition.
2. That the BHT President forward a letter of appreciation to Jennie MacRitchie on behalf of the BHT.

## **5.3 Planning, Development and Compliance Matters**

### DA-2018/329 – 1445-1447 Botany Road, Botany Application for Demolition of a heritage item at 1447 Botany Road and construction of five (5) storey mixed use development

It was noted that the matter was deferred at the Bayside Local Planning Panel Meeting of 24 September 2019. The General Manager advised it was not deferred purely on the basis of heritage items. Discussion about the development application and key stakeholders associated with the DA.

The Committee discussed how the heritage area could continue to be preserved and protected particularly from developments. It was agreed that it's a collective effort through Council and Community leadership and advocacy.

The General Manager advised that Council's draft Local Environmental Plan is one planning instrument that assists in preserving and protecting the area's heritage.

### DA Mascot Food & Wine Festival

The DA was approved and the event was held on 19 October 2019.

Jacqueline Milledge acknowledged it was a fantastic family-friendly event and everyone agreed.

### DA Modifications to Marina Theatre

Discussion around how sad to see another historic building run into such disrepair.

BHT raised concerns regarding the changes to the DA. Further detail on the reasons for the changes in the DA was requested by the BHT which includes removal of one basement level, façade alterations and internal changes.

The General Manager advised that public feedback on the modifications was open until 18 November 2019 as stated in the notification and encouraged the BHT members to provide submissions.

### **Committee Recommendation**

On the motion of Richard Smolenski, seconded by Alice McCann:

1. That the Committee notes the information provided about heritage related planning, development and compliance matters.
2. That further information is provided by Council to the BHT on reasons why the DA modifications are proposed for the Marina Theatre.
3. That the Committee agreed that there is a collective effort required through Council and Community leadership and advocacy to protect and preserve local cultural heritage.
4. That the Committee supports the suggestion for Council to assist in raising awareness of the BHT and their role in the community through various communications channels.

## **5.4 2019 and 2020 BHT Program**

Chris Hanna advised Kokoda Trail Trip was a great success and everyone enjoyed it. The attendees were presented with a booklet regarding the memorial which Chris Hanna shared at the meeting.

The Manager Customer Experience, advised Council had received an inquiry from Pagewood Seniors about their group's interest in joining the BHT on excursions. The BHT agreed that BHT members would have preference, however if there was vacant spots, Pagewood Seniors would be welcome to attend.

The Manager Customer Experience referred to the draft program for 2020 attached to the agenda and invited the Committee to propose suggestions for inclusion in the program.

Richard Smolenski tabled an idea for an excursion to Cooma and the Snowy River Scheme as well as inviting the author of a book about the history of the Snowy River Scheme to address the members.

### **Committee Recommendation**

On the motion of Richard Smolenski, seconded by Alice McCann:

1. That the Committee agrees extending an invite to Pagewood Seniors on future excursions if there are vacancies.
2. That the Committee provides input and suggestions for the 2020 BHT Program at the next meeting.



## 5.5 Botany Golf Club

The status of the golf club was brought forward on the agenda to discuss whilst the Mayor and General Manager were present.

The General Manager informed the Committee about the closure of the Golf Club which was not run by Council and went into administration. The golf course which is run by Council is still operating as per usual.

The General Manager assured the Committee that it is crown land under the care and control of Council. Its classification means that it can only be used for community purposes.

*The Mayor and General Manager left the meeting after the discussion above.*

*The following matter was discussed in order of the agenda.*

In respect of plaques and other memorabilia, the Manager Customer Experience advised that they are the property of the former club. Council will take photos, digitise and catalogue them professionally to form part of the local history library resources that can be viewed by the public. If the former club representatives do not want the memorabilia, Council will conduct an Expression of Interest to offer them to the local community.

### Committee Recommendation

On the motion of Alice McCann, seconded by Richard Smolenski:

- 1 That the Committee notes the report
- 2 That the Committee supports the proposal to photograph and digitise the Golf Club's plaques and associated memorabilia to add to Bayside Library Service's local history collection.

## 5.6 Renaming of Hillier Park

### Committee Recommendation

On the motion of Richard Smolenski, seconded by Alice McCann:

- 1 That the Committee receives and notes the report
- 2 That Council to approve, in principle, to change the name of Hillier Park to Nancy Hillier Park.
- 3 That Council Officers submit an application to the Geographical Names Board for the name change in accordance with the Board's guidelines and protocol.
- 3 That new signage is installed and a small official opening of the park in early 2020, once outcome of the name change request has been determined.

## **6 General Business**

### **6.1 Snowy Hydro Scheme**

Richard Smolenski tabled a book written by Siobhain McHugh on the Scheme and suggested the author should be invited to do a presentation to the BHT Members and Community. Mr Smolenski would also like to arrange a local history trip to Cooma and the Snowy Hydro area.

Richard's suggestions will be included in the 2020 Program considerations to be discussed and confirmed at the next BHT meeting.

#### **Committee Recommendation**

On the motion of Alice McCann, seconded by Richard Smolenski:

1. That Mr Smolenski investigates the author talk and presentation by Siobhain McHugh and come back to the Committee with proposed dates.
2. That Mr Smolenski investigates details and costs for the proposed Cooma – Snowy Hydro trip and present for discussion at the next meeting.

### **6.2 Glenn McEnallay Memorial & Daceyville Memorials**

The Manager Customer Experience provided an update on the repairs to the Glenn McEnallay memorial at Mascot following damage reported to Council by Richard Smolenski. Council are awaiting a new photograph from the Police Department to finalise repairs.

Council to consider lighting the memorial to deter vandalism.

The Manager Customer Experience advised that some of the Daceyville memorials were graffiti and that an audit of the memorial will be conducted and action take to remove the graffiti / vandalism of Libraries and Customer Service suggested an audit of the Daceyville memorials be conducted and perhaps some light could be considered at this location also.

#### **Committee Recommendation**

- 3 That Council consider installing lighting at the Glen McEnallay memorial at Mascot to prevent repeat vandalism
- 4 That Council proceed with auditing and fixing the Daceyville Interpretative signs

### **6.3 Archives**

Peter Orlovich tabled an email from the Secretary of the Mander Jones Award regarding a report on the Archives and Memorabilia of the Botany RSL Sub-branch which jointly won an award.

Discussion ensued around the importance of the preservation and future storage of Botany RSL Sub-Branch archives which are currently at AMAC house as an interim arrangement.

#### **Committee Recommendation**

On the motion of Alice McCann, seconded by Richard Smolenski

That the Committee notes the discussion and supports Peter Orlovich to follow up with the RSL and other bodies on a future location for the storage and preservation of Botany RSL Sub-Branch Archives.

### **6.4 Bus Zone Changes at Daceyville Gardens**

Councillor Dorothy Rapisardi raised a matter tabled at the Local Traffic Committee about a proposed new bus layby at Daceyville Gardens which has already been reported to the Committee.

#### **Committee Recommendation**

On the motion of Richard Smolenski, seconded by Alice McCann

That the Committee do not have any significant issues with the proposed changes.

### **6.5 Sir Joseph Banks Park**

The Manager Customer Experience advised that a recommendation is being submitted to Council via the Sport and Recreation Committee for an unfenced off leash dog area in Sir Joseph Banks Park. A grant from a local resident has also been obtained to install a bush tucker garden which will conflict with the dog off leash area proposed. This matter will be tabled for discussion at the next Council meeting.

#### **Committee Recommendation**

On the motion of Richard Smolenski, seconded by Alice McCann:

That the committee note the proposed initiatives.

### **6.6 Botany Town Hall**

Clarence Jones inquired as to Council Plans for the building.

#### **Committee Recommendation**

On the motion of Richard Smolenski, seconded by Alice McCann

That Council provide an update to the BHT on the status of Botany Town Hall.

## **6.7 250 Anniversary of Captain Cooks Landing**

Robert Hanna inquired regarding this matter. The Manager of Libraries and Customer Service advised that Randwick Council are not planning any celebrations and Council has yet to receive a response to their inquiry from Sutherland Council. The Manager of Libraries and Customer Service reiterated that it is a very sensitive and emotive subject but Council will continue to explore possible opportunities to become involved in an acknowledgement of the landing.

## **6.8 Christmas Party**

Discussion occurred around the invitees, activities and order of events for the party.

### **Committee Recommendation**

On the motion of Richard Smolenski, seconded by Alice McCann

That the President of the BHT work with Council Officers to confirm order of events for the party.

## **7 Next Meeting**

That the next meeting being the **Annual General Meeting** to be held in the Mascot Library and George Hanna Memorial Museum at 6.30 pm on Monday 6 December 2019.

The Chairperson closed the meeting at 8.45 pm

## **Attachments**

Nil

## Council Meeting

11/12/2019

Item No	10.1
Subject	<b>Notice of Motion - Remembering Clive James - The 'Kid from Kogarah'</b>
Submitted by	Meredith Wallace, General Manager
File	F15/5

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## Summary

This Motion was submitted by Councillor Bill Saravinovski.

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## Motion

That the General Manager investigate naming a section of public space to the late Clive James (AO), known as the 'Kid from Kogarah' who passed away on 24 November 2019. Any public domain area nominated for dedication, should be located relevant to Clive James' childhood home in Kogarah.

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## Background

### Supporting Statement by Councillor Saravinovski

The recent passing of Mr Clive James, aged 80 years is acknowledged and our sympathies are extended to his loved ones.

His passing has provided an opportunity to reflect on his significant connections to our local area. Mr James was born in 1939 in Margaret Street, Kogarah and went on to become world-renowned for his passion for language and his stylistic flair as a broadcaster, television personality, scriptwriter, poet, novelist and critic.

Over the years, whether in interview or writing in his memoirs, Mr James often fondly referred to his upbringing on the local streets of Kogarah.

It was a simpler time, when racing billy-carts on public roads was the sport of choice of young children. Starting at Rocky Point Road and tearing down Sunbeam Avenue or Margaret Street to the finish line at Production Avenue, it was the 'Kid from Kogarah' recalling these stories, including owning up to taking out a neighbour's poppy garden!

He attended Sydney Technical High School at Bexley and went on to Sydney University, before becoming the Clive James that the world now remembers.

Among the many other honours Clive James received over his lifetime, he was made a Member of the Order of Australia in 1992, which was enhanced to Officer level (AO) in 2013, for his *"distinguished service to literature through contributions to cultural and intellectual heritage, particularly as a writer and poet."*

Fondly remembered, we have the opportunity to formally acknowledge Clive James and his connection to Kogarah, for the benefit of future generations.

**Comment by General Manager:**

This Notice of Motion is in order and can be dealt with.

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**Attachments**

Nil

## **Council Meeting**

**11/12/2019**

Subject                      **Closed Council Meeting**

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### **Summary**

This report recommends that the Council Meeting be closed to the press and public in order to consider the items below.

Council's Code of Meeting Practice allows members of the public to make representations to or at a meeting, before any part of the meeting is closed to the public, as to whether that part of the meeting should be closed.

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### **Officer Recommendation**

- 1     That, in accordance with section 10A (1) of the Local Government Act 1993, the Council considers the following items in closed Council Meeting, from which the press and public are excluded, for the reasons indicated:

#### **12.1 CONFIDENTIAL - New Child Care Centre - Darrell Lea site Kogarah- Management Options**

In accordance with section 10A (2) (c) of the Local Government Act 1993, the matters dealt with in this report relate to information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with.

- 2     That, in accordance with section 11 (2) and (3) of the Local Government Act 1993, the reports, correspondence and other documentation relating to these items be withheld from the press and public.