

# COUNCIL MEETING

## AGENDA

Strathfield Municipal Council

**Tuesday 2 February 2021**

6:30pm

Council Chambers

65 Homebush Road, Strathfield

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Nil

HENRY T WONG  
CHIEF EXECUTIVE OFFICER



# MINUTES

**Council Meeting**  
**1 December 2020**

Minutes of the Council Meeting of Strathfield Municipal Council held on 1 December 2020, in the Council Chambers, 65 Homebush Road, Strathfield.

**COMMENCING:** 6:30pm

**PRESENT:** Mayor Antoine Doueih  
Councillor Matthew Blackmore  
Councillor Maryanne Duggan  
Councillor Karen Pensabene  
Councillor Nella Hall  
Councillor Gulian Vaccari  
Councillor Stephanie Kokkolis

**STAFF:** Henry Wong, Chief Executive Officer  
Anthony Hewton, Director Corporate and Human Services  
Stephen Clements, Director Infrastructure, Development and Environment  
Melinda Aitkenhead, Director Corporate and Financial Services  
Gary Mottau, Contracted Chartered Accountant  
Francis Mangru, Executive Manager, Financial Services/Chief Financial Officer  
Cathy Jones, Executive Manager, Corporate Strategy and Performance  
David McQuade, Governance Manager

1. **OPENING:** The Prayer was read.

2. **RECOGNITION OF TRADITIONAL CUSTODIANS:** The Recognition was read.

Councillor Vaccari arrived at the meeting, the time being 6:32pm.

3. **APOLOGIES**

Nil.

4. **PECUNIARY INTEREST /CONFLICT OF INTEREST**

Nil.

5. **CONFIRMATION OF MINUTES**

**240/20**

**RESOLVED:** (Duggan / Pensabene)

That the minutes of the Ordinary Council Meeting meeting held on 3 November 2020, a copy of which has been furnished to each Councillor, be taken as read and confirmed as a true and correct record of that meeting and that the Chairman and General Manager be authorised to sign such minutes.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Pensabene and Vaccari  
Against the Motion: Nil

Councillor Kokkolis arrived at the meeting, the time being 6:34pm.

## **6. ACKNOWLEDGEMENTS**

### **6.1 Winners of the 2020 AR Bluett Awards: Queanbeyan-Palerang and Bellingen Councils – Councillor Karen Pensabene**

**241/20**

**RESOLVED:** (Pensabene)

That Council acknowledge Queanbeyan-Palerang and Bellingen Councils who received the AR Bluett Award at the recent LG Conference in Sydney last week.

That on behalf of Council, the Mayor send a letter to both Mayors of Queanbeyan-Palerang and Bellingen Councils to offer our sincere congratulations.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **6.2 Rotary Pride of Workmanship Awards - Councillor Karen Pensabene**

**242/20**

**RESOLVED:** (Pensabene)

That on behalf of Councillors I wish to acknowledge the two Council staff members who received awards at the recent Rotary Pride of Workmanship Awards. Mr Rowan Castro and Mr Sam Shaw were recognised for their wonderful work ethic and pride in everything they strive to do at Council.

That on behalf of the Mayor and Councillors, a card be sent to congratulate and thank them.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**6.3 Turbans 4 Australia – Councillor Karen Pensabene**

**243/20**

**RESOLVED:** (Pensabene)

Special Recognition for your continued support during Bushfires 2019 and Covid19 Relief.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**6.4 International Day of People with Disability - Councillor Maryanne Duggan**

**244/20**

**RESOLVED:** (Duggan)

That Council acknowledge International Day of People with Disability by launching a celebratory video that has been prepared with local disability support groups and students.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**7. DEFERRED/OUTSTANDING MATTERS AWAITING REPORT**

Nil.

**8. MAYORAL MINUTE(S) IN ACCORDANCE WITH COUNCIL'S CODE OF MEETING PRACTICE**

Nil.

**9. COUNCILLORS' QUESTIONS TO THE MAYOR (SUBMITTED IN WRITING IN ACCORDANCE WITH COUNCIL'S CODE OF MEETING PRACTICE)**

Nil.

**10. QUESTIONS WITH NOTICE**

Nil.

**Suspension of Standing Orders**

**245/20**

**RESOLVED:** (Hall / Pensabene)

That Standing Orders be suspended to allow consideration of the following matter:

CS4 2019/20 Financial Statements

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**CS4 2019/20 Financial Statements**

Ms Reiky Jiang of Audit Office NSW addressed the meeting.

Councillor Pensabene left the meeting, the time being 6:44pm.

Councillor Pensabene returned to the meeting, the time being 6:48pm.

**RECOMMENDATION**

That the 2019/20 Financial Statements and Auditor's Report be received and noted.

**MOTION:** (Duggan / Doueihi)

1. That the 2019/20 Financial Statements and Auditor's Report be received and noted.
2. That Ms Reiky Jiang of Audit Office NSW and the Audit Office NSW Team be congratulated and thanked for making themselves available for the briefing session regarding the 2019/20 Financial Statements held prior to today's Council Meeting.

**246/20**

**RESOLVED:** (Duggan / Doueihi)

1. That the 2019/20 Financial Statements and Auditor's Report be received and noted.
2. That Ms Reiky Jiang of Audit Office NSW and the Audit Office NSW Team be congratulated and thanked for making themselves available for the briefing session regarding the 2019/20 Financial Statements held prior to today's Council Meeting.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis and Vaccari

Against the Motion: Nil

**Resumption of Standing Orders**

**247/20**

**RESOLVED:** (Vaccari / Duggan)

That Standing Orders be resumed.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis and Vaccari

Against the Motion: Nil

### **Suspension of Standing Orders**

**248/20**

**RESOLVED:** (Pensabene / Duggan)

That Standing Orders be suspended to allow consideration of the following matter:

CEO1 Plans of Management (Various).

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **CEO1 Plans of Management (various)**

Ms Cathy Jones, Executive Manager, Corporate Strategy and Performance addressed the meeting.

**249/20**

**RESOLVED:** (Pensabene / Hall)

1. That Council receive and note the recommendations of the Independent Chair of the Public Hearing into Categorisations of Community Lands.
2. That Council adopt the following draft plans of management:
  - a) Bark Huts Reserve Plan of Management
  - b) Begnell Field Plan of Management
  - c) Cooke Park Plan of Management
  - d) Cook River Natural Area (Bushland) Plan of Management
  - e) Elliott Reserve Plan of Management
  - f) Freshwater Park Plan of Management
  - g) Greenacre Frog Ponds Plan of Management
  - h) Ismay Reserve Plan of Management
  - i) Redmyre Road - Croquet Lawns - Plan of Management
  - j) Southend Tennis Centre Plan of Management
3. That Council repeal the previous plans of management and adopt the following amended draft plans:
  - a) Airey Park Plan of Management
  - b) Community Facilities Plan of Management
  - c) Local Parks Plan of Management (formerly Neighbourhood Parks Plan of

Management)

4. That the areas of community land affected by major infrastructure are identified and where required, details are included in the relevant plan of management.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **Resumption of Standing Orders**

**250/20**

**RESOLVED:** (Vaccari / Duggan)

That Standing Orders be resumed.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

## **11. REPORTS FROM COMMITTEES**

### **11.1 Report from Traffic Committee Meeting on 17 November 2020**

**251/20**

**RESOLVED:** (Hall / Pensabene)

That the Minutes of the Traffic Committee Meeting held on 17 November 2020 be noted and the recommendations be adopted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **11.2 Report from Planning Policy Urban Design Working Party Committee meeting on 24 November 2020**

**252/20**

**RESOLVED:** (Vaccari / Pensabene)

That the minutes of the Planning Policy Urban Design Working Party Committee meeting held on 24 November 2020 be noted and the recommendations be adopted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

## 12. MOTIONS PURSUANT TO NOTICE

### 12.1 Rescission Motion - DEU2 - Reclassification of Community Land to Operational Land - No.1 Loftus Crescent, Homebush – Councillor Stephanie Kokkolis

MOVED:

That the Council's decision of 1 October 2019 being Item No DEU2 in respect of No. 1 Loftus Crescent, Homebush be and is hereby **rescinded**.

**253/20**

**RESOLVED:** (Kokkolis / Vaccari)

That the Council's decision of 1 October 2019 being Item No DEU2 in respect of No. 1 Loftus Crescent, Homebush be and is hereby **rescinded**.

For the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

Against the Motion: Councillors Duggan, Hall and Pensabene

With the decision of Council of 1 October 2019 being rescinded the Alternate Motion below was moved.

**MOTION:** (Kokkolis / Vaccari)

That the Report prepared by the Independent Chair, Mr Paul Vergotis (Solicitor) dated 13 August 2019 recommending the reclassification of 1 Loftus Crescent, Homebush from Community Land to Operational Land be submitted to the Department of Planning, Industry & Environment for gazettal of the amendment to the Strathfield Local Environment Plan 2012.

**PROCEDURAL MOTION:** (Vaccari)

That the Question be put.

**254/20**

**RESOLVED:** (Vaccari)

That the Question be put.

For the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

Against the Motion: Councillors Duggan, Hall and Pensabene



**MOTION OF DISSENT:** (Hall / Pensabene)

That new information had been brought before Council during the closing debate.

The Chairperson overruled the Motion of dissent.

**255/20**

**RESOLVED:** (Kokkolis / Vaccari)

That the Report prepared by the Independent Chair, Mr Paul Vergotis (Solicitor) dated 13 August 2019 recommending the reclassification of 1 Loftus Crescent, Homebush from Community Land to Operational Land be submitted to the Department of Planning, Industry & Environment for gazettal of the amendment to the Strathfield Local Environment Plan 2012.

For the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

Against the Motion: Councillors Duggan, Hall and Pensabene

**12.2 Hudson Park West – Councillor Karen Pensabene**

MOVED:

That Council conduct an independent environmental impact assessment of this parkland.

I further move that an independent traffic study be conducted prior to any plan to move the Council Depot to Crown Land.

Councillor Hall left the meeting, the time being 7:38pm.

Councillor Hall returned to the meeting, the time being 7:40pm.

**MOTION:** (Pensabene / Vaccari)

That Council conduct an independent environmental impact assessment of this parkland.

I further move that an independent traffic study be conducted prior to any plan to move the Council Depot to Crown Land.

For the Motion: Councillors Duggan, Hall and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

The Motion was declared **lost**.

### 12.3 Davey Place Memorial – Councillor Karen Pensabene

MOVED:

That Council confirm that there is no intention to close the road between the two Davey Place memorials.

That the local community is aware that Council has commenced a community consultation process to refurbish the memorial and they would like further reassurance that their strong opposition to this road being closed is again noted by Council.

#### **MOTION** (Pensabene / Duggan)

That Council confirm that there is no intention to close the road between the two Davey Place memorials.

That the local community is aware that Council has commenced a community consultation process to refurbish the memorial and they would like further reassurance that their strong opposition to this road being closed is again noted by Council.

#### **FORESHADOWED MOTION:** ( Vaccari)

That Council notes it will work with the local community and the Cumberland RSL sub branch to prepare a Master Plan for the Davey Place Memorial.

#### **MOTION:** (Pensabene / Duggan)

That Council confirm that there is no intention to close the road between the two Davey Place memorials.

That the local community is aware that Council has commenced a community consultation process to refurbish the memorial and they would like further reassurance that their strong opposition to this road being closed is again noted by Council.

For the Motion: Councillors Duggan, Hall and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

The Motion was declared **lost**.

The Foreshadowed Motion became the **Motion**.

#### **MOTION:** (Vaccari / Kokkolis)

That Council notes it will work with the local community and the Cumberland RSL sub branch to

prepare a Master Plan for the Davey Place Memorial.

**256/20**

**RESOLVED:** (Vaccari / Kokkolis)

That Council notes it will work with the local community and the Cumberland RSL sub branch to prepare a Master Plan for the Davey Place Memorial.

For the Motion: Councillors Blackmore, Doueihi, Hall, Kokkolis and Vaccari

Against the Motion: Councillors Duggan and Pensabene

#### **12.4 Parramatta Road Urban Amenity Improvement Project (PRIAP) – Councillor Maryanne Duggan**

MOVED:

1. That Council write to Rob Stokes, MP for Planning and Public Spaces and Jodi McKay, MP for Strathfield requesting a meeting to discuss the (PRIAP). The letter should also outline our concern regarding the sale of NSW Government owned land at 74-76 Marlborough Road which was auctioned on 25 November 2020.

The auction went ahead despite representations to the NSW Transport Minister and Minister Stokes from local MP Jodi McKay indicating that the auction would be in breach of Ministerial Direction 9.1 Section 6.2 which states that government owned land in this corridor should be preserved as Public Open Space.

2. I further move that a report be presented to the February Council meeting on Council's vision for the PRIAP. Features should include:
  - Improved transport links
  - Quality unit development which allows for a set back from the road and sustainable design
  - Protection of heritage items such as the Homebush Theatre
  - A focus on urban amenity
  - A 'mix use' corridor which includes employment zones, industrial zones, open green space, and community facilities
  - The provision of affordable and social housing
  - Mixed height housing
  - Any increase in population to be supported by improvements to public services and infrastructure
3. Finally I further move that Strathfield Council convene a meeting with Minister Stokes, Jodi McKay MP, interested local community members, councillors, and NSW Planning & Public Spaces staff in February to discuss the plan for this corridor and address community concerns.

A report on the meeting and an update of the plans for the Parramatta Road corridor should be presented to the March 2021 Council meeting.

Councillor Hall left the meeting, the time being 8:39pm.

**MOTION:** (Duggan / Vaccari)

1. That Council write to Rob Stokes, MP for Planning and Public Spaces and Jodi McKay, MP for Strathfield requesting a meeting to discuss the (PRIAP). The letter should also outline our concern regarding the sale of NSW Government owned land at 74-76 Marlborough Road which was auctioned on 25 November 2020.

The auction went ahead despite representations to the NSW Transport Minister and Minister Stokes from local MP Jodi McKay indicating that the auction would be in breach of Ministerial Direction 9.1 Section 6.2 which states that government owned land in this corridor should be preserved as Public Open Space.

2. I further move that a report be presented to the February Council meeting on Council's vision for the PRIAP. Features should include:
  - Improved transport links
  - Quality unit development which allows for a set back from the road and sustainable design
  - Protection of heritage items such as the Homebush Theatre
  - A focus on urban amenity
  - A 'mix use' corridor which includes employment zones, industrial zones, open green space, and community facilities
  - The provision of affordable and social housing
  - Mixed height housing
  - Any increase in population to be supported by improvements to public services and infrastructure.
3. Finally I further move that Strathfield Council convene a meeting with Minister Stokes, Jodi McKay MP, interested local community members, councillors, and NSW Planning & Public Spaces staff in February to discuss the plan for this corridor and address community concerns.

A report on the meeting and an update of the plans for the Parramatta Road corridor should be presented to the March 2021 council meeting.

For the Motion: Councillors Duggan and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

The Motion was declared **lost**.

Councillor Hall was **not** in the Chamber during the voting on this matter.

Councillor Hall returned to the meeting, the time being 8:40pm.

## **12.5 2019/2020 Revaluation of Council Assets – Councillor Maryanne Duggan**

Councillor Duggan **withdrew** the Notice of Motion as the matter had been addressed during the briefing with the Audit Office NSW on the 2019/20 Financial Statements.

## **12.6 Boarding House Developments – Councillor Maryanne Duggan**

MOVED:

That Council provide a report to the February Council meeting on current development applications for Boarding Houses in low density (R2 zoned) areas in the Strathfield Local Government Area.

I further move that the report include recommended actions that Council can take to protect low density residential areas from boarding houses and other inappropriate commercial developments in residential areas.

### **MOTION (Duggan / Hall)**

That Council provide a report to the February Council meeting on current development applications for Boarding Houses in low density (R2 zoned) areas in the Strathfield Local Government Area.

I further move that the report include recommended actions that Council can take to protect low density residential areas from boarding houses and other inappropriate commercial developments in residential areas.

### **FORESHADOWED MOTION (Vaccari)**

That Council notes that it has met with and written to NSW Planning Ministers requesting that boarding houses be excluded from R2 zones in the upcoming comprehensive LEP review.

### **MOTION (Duggan / Hall)**

That Council provide a report to the February Council meeting on current development applications for Boarding Houses in low density (R2 zoned) areas in the Strathfield Local Government Area.

I further move that the report include recommended actions that Council can take to protect low density residential areas from boarding houses and other inappropriate commercial developments in residential areas.

For the Motion: Councillors Duggan, Hall and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

The Motion was declared **lost**.

The Foreshadowed Motion became the **Motion**.

### **MOTION (Vaccari / Duggan)**

That Council notes that it has met with and written to NSW Planning Ministers requesting that boarding houses be excluded from R2 zones in the upcoming comprehensive LEP review.

**257/20**

**RESOLVED:** (Vaccari / Duggan)

That Council notes that it has met with and written to NSW Planning Ministers requesting that boarding houses be excluded from R2 zones in the upcoming comprehensive LEP review.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis and Vaccari

Against the Motion: Councillor Pensabene

## **12.7 Low Rise Housing Diversity Code (LRHDC) Impact – Councillor Maryanne Duggan**

**MOVED:**

That Council provide an update on how we can retain existing protections from the LRHDC in the Local Environment Plan 2021.

I further move that Council provide recommendations on how we can protect low density (R2) residential areas from townhouses, units and terrace developments (allowed under the LRHDC) in the LEP 2021.

**MOTION** (Duggan / Pensabene)

That Council provide an update on how we can retain existing protections from the LRHDC in the Local Environment Plan 2021.

I further move that Council provide recommendations on how we can protect low density (R2) residential areas from townhouses, units and terrace developments (allowed under the LRHDC) in the LEP 2021.

That Council notes that it has met with and written to the NSW Planning Minister requesting that Council's current protection prohibiting implementation of the LRHDC be extended to the upcoming comprehensive LEP review.

**FORESHADOWED MOTION** (Vaccari)

That Council notes that it has met with and written to the NSW Planning Minister requesting that Council's current protection prohibiting implementation of the LRHDC be extended to the upcoming comprehensive LEP review.

**MOTION** ( Duggan / Pensabene)

That Council provide an update on how we can retain existing protections from the LRHDC in the Local Environment Plan 2021.

I further move that Council provide recommendations on how we can protect low density (R2) residential areas from townhouses, units and terrace developments (allowed under the LRHDC) in the LEP 2021.

That Council notes that it has met with and written to the NSW Planning Minister requesting that Council's current protection prohibiting implementation of the LRHDC be extended to the upcoming comprehensive LEP review.

For the Motion: Councillors Duggan, Hall and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

The Motion was declared **lost**.

The Foreshadowed Motion became the **Motion**.

**MOTION** (Vaccari / Kokkolis)

That Council notes that it has met with and written to the NSW Planning Minister requesting that Council's current protection prohibiting implementation of the LRHDC be extended to the upcoming comprehensive LEP review.

**258/20**

**RESOLVED:** (Vaccari / Kokkolis)

That Council notes that it has met with and written to the NSW Planning Minister requesting that Council's current protection prohibiting implementation of the LRHDC be extended to the upcoming comprehensive LEP review.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis and Vaccari

Against the Motion: Councillor Pensabene

**12.8 Nature Strips Homebush – Councillor Matthew Blackmore**

MOVED:

That a report be prepared for the next ordinary Council Meeting in relation to nature strip improvements and beautification on Meredith Street between The Crescent and Abbotsford Road, Homebush.

**259/20**

**RESOLVED:** (Blackmore / Vaccari)

That a report be prepared for the next ordinary Council Meeting in relation to nature strip improvements and beautification on Meredith Street between The Crescent and Abbotsford Road, Homebush.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and

Vaccari

Against the Motion: Nil

### **12.9 Westconnex Tree Planting – Councillor Matthew Blackmore**

MOVED:

That Council write to the appropriate organisation and report back to Councillors to ensure that all promised tree planting that was supposed to be provided by Westconnex has been provided to Strathfield Council.

**260/20**

**RESOLVED:** (Blackmore / Hall)

That Council write to the appropriate organisation and report back to Councillors to ensure that all promised tree planting that was supposed to be provided by Westconnex has been provided to Strathfield Council.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **12.10 Section 7.11 and 7.12 Funds – Councillor Karen Pensabene**

Councillor Pensabene withdrew the Notice of Motion.

## **13. GENERAL BUSINESS**

### **CS1 Quarterly Budget Review as at 30 September 2020**

**261/20**

**RESOLVED:** (Vaccari / Kokkolis)

That the Budget Review Statement as at 30 September 2020 be received and adopted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **CS2 Current Status of Council Resolutions**

**262/20**

**RESOLVED:** (Pensabene / Hall)

That the report on the current status of Council resolutions be noted.



For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **CS3 Investment Report - October 2020**

**263/20**

**RESOLVED:** (Pensabene / Duggan)

That the record of cash investments as at 31 October 2020 be received and noted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **CS5 Proposed Renaming Parts of the Suburb of Belfield to Strathfield South**

**264/20**

**RESOLVED:** (Vaccari / Pensabene)

That Council receive and note the report.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **DEU1 Recycle Smart**

**265/20**

**RESOLVED:** (Pensabene / Hall)

That Council not support the Recycle Smart Digital Platform.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **DEU2 Strathfield Connector Bus**

#### **RECOMMENDATION**

That:

1. Council endorse the continuation of the service.
2. Council endorse the options recommended.

**MOTION:** (Hall / Duggan)

That:

1. Council endorse the continuation of the service.
2. That Council notes the Report.

**266/20**

**RESOLVED:** (Hall / Duggan)

That:

1. Council endorse the continuation of the service.
2. That Council notes the Report.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**DEU3 Homebush Village Upgrade**

Councillor Hall left the meeting, the time being 10:10pm.

**RECOMMENDATION**

That Council:

1. Proceed with the One-Way in Rochester Street, 45° Angle Parking Shop Side, Parallel Parking School Side, One Way from The Crescent.
2. Proceed with the One-Way Option in Burlington Road from Homebush Road to Meredith Street with 90° Parking in Burlington Road.
3. Residents and shopkeepers who participated in the survey be thanked and informed of the outcome and project timeline.

**MOTION** (Hall / Pensabene)

That Council:

1. Proceed with the One-Way in Rochester Street, 45° Angle Parking Shop Side, Parallel Parking School Side, One Way from The Crescent.
2. Proceed with the One-Way Option in Burlington Road from Homebush Road to Meredith Street with 90° Parking in Burlington Road.
3. Residents and shopkeepers who participated in the survey be thanked and informed of the

outcome and project timeline.

**FORESHADOWED MOTION** (Duggan)

1. That Council not proceed with the One-Way in Rochester Street due to strong community feedback that the community would like to retain Two-Way traffic in this location.
2. That Council make improvements to the Rochester Street area as per previous Council Motion in regards to improvements.
3. That Council note that there was a strong preference to retain Burlington Road as Two-Way.
4. Residents and shopkeepers who participated in the survey be thanked and informed of the outcome and project timeline.

**FURTHER FORESHADOWED MOTION** (Vaccari)

That Council:

1. Proceed with the One-Way Option in Burlington Road from Homebush Road to Meredith Street with 90° Parking in Burlington Road.
2. Council renew public infrastructure in the Homebush Village to the level carried out at Homebush West Shopping Centre commencing before 30 March 2021.
3. Residents and shopkeepers who participated in the survey be thanked and informed of the outcome and project timeline.

**MOTION** (Hall / Pensabene)

That Council:

1. Proceed with the One-Way in Rochester Street, 45° Angle Parking Shop Side, Parallel Parking School Side, One Way from The Crescent.
2. Proceed with the One-Way Option in Burlington Road from Homebush Road to Meredith Street with 90° Parking in Burlington Road.
3. Residents and shopkeepers who participated in the survey be thanked and informed of the outcome and project timeline.

For the Motion: Nil

Against the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

The Motion was put and declared **lost**.

**Note:** The **Foreshadowed Motion** became the **Motion**.

**MOTION** (Duggan / Pensabene)

1. That Council not proceed with the One-Way in Rochester Street due to strong community feedback that the community would like to keep Two-Way.
2. That Council make improvements to the Rochester Street area as per previous Council Motion in relation to improvements.
3. That Council note that there was a strong preference to retain Burlington Road as Two-Way.
4. Residents and shopkeepers who participated in the survey be thanked and informed of the outcome and project timeline.

For the Motion: Councillors Duggan, Hall and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

The Motion was declared **lost**.

The Further Foreshadowed Motion became the **Motion**.

**MOTION** (Vaccari / Kokkolis)

That Council:

1. Proceed with the One-Way Option in Burlington Road from Homebush Road to Meredith Street with 90° Parking in Burlington Road.
2. Council renew public infrastructure in the Homebush Village to the level carried out at Homebush West Shopping Centre commencing before 30 March 2021.
3. Residents and shopkeepers who participated in the survey be thanked and informed of the outcome and project timeline.
4. That a roundabout be installed at the Rochester Street and Burlington Road junction.

**267/20**

**RESOLVED:** (Vaccari / Kokkolis)

That Council:

1. Proceed with the One-Way Option in Burlington Road from Homebush Road to Meredith Street with 90° Parking in Burlington Road.
2. Council renew public infrastructure in the Homebush Village to the level carried out at Homebush West Shopping Centre commencing before 30 March 2021.
3. Residents and shopkeepers who participated in the survey be thanked and informed of the

outcome and project timeline.

4. That a roundabout be installed at the Rochester Street and Burlington Road junction.

For the Motion: Councillors Blackmore, Doueihy, Kokkolis and Vaccari

Against the Motion: Councillors Duggan, Hall and Pensabene

Councillor Hall returned to the meeting, the time being 10:11pm

#### **DEU4 Electric Vehicle (EV) Charging Stations**

##### **MOTION** (Vaccari / Blackmore)

That:

1. Council install three (3) Electric Vehicle (EV) charging stations as outlined in the Report.
2. Council provide free charging for the initial 12 month period and that this be funded at the Quarterly Budget Review.

##### **FORESHADOWED MOTION** (Duggan)

That:

1. Council install two (2) Electric Vehicle (EV) charging stations as outlined in the Report at Strathfield Town Centre and Bressington Park.
2. Council charge \$0.40/kWh at each charging station.

##### **MOTION** (Vaccari / Blackmore)

That:

1. Council install three (3) Electric Vehicle (EV) charging stations as outlined in the Report.
2. Council provide free charging for the initial 12 month period and that this be funded at the Quarterly Budget Review.

For the Motion: Councillors Doueihy, Kokkolis and Vaccari

Against the Motion: Councillors Blackmore, Duggan, Hall and Pensabene

The Motion was put and **lost**.

The Foreshadowed Motion became the **Motion**.

##### **MOTION** (Duggan / Pensabene)

That:

1. Council install two (2) Electric Vehicle (EV) charging stations as outlined in the Report at

Strathfield Town Centre and Bressington Park.

2. Council charge \$0.40/kWh at each charging station.

For the Motion: Councillors Duggan, Hall and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

The Motion was put and **lost**.

The Further Foreshadowed Motion became the **Motion**.

**MOTION** (Vaccari / Duggan)

That:

1. Council install three (3) Electric Vehicle (EV) charging stations as outlined in the Report.
2. Council charge \$0.40/kWh at each charging station.

**268/20**

**RESOLVED:** (Vaccari / Duggan)

That:

1. Council install three (3) Electric Vehicle (EV) charging stations as outlined in the Report.
2. Council charge \$0.40/kWh at each charging station.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**PROCEDURAL MOTION**

**269/20**

**RESOLVED:** (Vaccari)

That the meeting be extended until 11pm to consider the following items:

- DEU5 Tree Removal Policy
- PPC1 Women and Children's Community Services

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **DEU5 Tree Removal Policy**

**270/20**

**RESOLVED:** (Hall / Duggan)

That Council maintain its current Policy for Tree Removal and current exemptions.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **PPC1 Women and Children's Community Services**

#### **RECOMMENDATION**

That:

1. Council to offer a suitable room in the High Street Community Centre two mornings a week to an accredited not for profit community entity to provide appropriate services that meet the diverse needs of women and children of Strathfield.
2. Accordingly, Council call for Expressions of Interest (EOI) from Not For Profit Community entities.

**MOTION:** (Pensabene / Duggan)

That:

1. Council to offer a suitable room in the High Street Community Centre two mornings a week to an accredited not for profit community entity to provide appropriate services that meet the diverse needs of women and children of Strathfield.
2. Accordingly, Council call for Expressions of Interest (EOI) from Not For Profit Community entities.
3. That a Committee be formed to oversee the operations of the resource centre to ensure the provider is meeting the expectations of the service delivery anticipated for the project.

**FORESHADOWED MOTION** (Vaccari)

That:

1. Council to offer a suitable room in the High Street Community Centre two mornings a week to an accredited not for profit community entity to provide appropriate services that meet the diverse needs of women and children of Strathfield.
2. Accordingly, Council call for Expressions of Interest (EOI) from Not For Profit Community

entities.

**MOTION** (Pensabene / Duggan)

That:

1. Council to offer a suitable room in the High Street Community Centre two mornings a week to an accredited not for profit community entity to provide appropriate services that meet the diverse needs of women and children of Strathfield.
2. Accordingly, Council call for Expressions of Interest (EOI) from Not For Profit Community entities.
3. That a Committee be formed to oversee the operations of the resource centre to ensure the provider is meeting the expectations of the service delivery anticipated for the project.

For the Motion: Councillors Duggan, Hall and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari

The Motion was declared **lost**.

The Foreshadowed Motion became the **Motion**.

**MOTION** (Vaccari/Duggan)

That:

1. Council to offer a suitable room in the High Street Community Centre two mornings a week to an accredited not for profit community entity to provide appropriate services that meet the diverse needs of women and children of Strathfield.
2. Accordingly, Council call for Expressions of Interest (EOI) from Not For Profit Community entities.

**271/20**

**RESOLVED:** (Vaccari / Duggan)

That:

1. Council to offer a suitable room in the High Street Community Centre two mornings a week to an accredited not for profit community entity to provide appropriate services that meet the diverse needs of women and children of Strathfield.
2. Accordingly, Council call for Expressions of Interest (EOI) from Not For Profit.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**14. MATTERS OF URGENCY IN ACCORDANCE WITH CLAUSE 241 OF THE LOCAL GOVERNMENT GENERAL REGULATION, 2005**



Nil.

**15. TABLED ITEMS**

15.1 Mayoral Diary and Expenses

15.2 Mayoral Invitations and Replies

12.3 Correspondence from Krishna Naidu regarding item 12.3 Davey Place Memorial

DEU3 correspondence from Catherine Reynolds and David Starr regarding item DEU3 Homebush Village Upgrade

**15. CLOSED SESSION**

Nil.

**THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 10:32pm.**

The foregoing Minutes were confirmed at the meeting of the Council of the Municipality of Strathfield on 2 February 2021.

Chairman\_\_\_\_\_

CEO\_\_\_\_\_

**11.1 REPORT FROM TRAFFIC COMMITTEE MEETING ON 15 DECEMBER 2020**

**AUTHOR:** Gordon Malesevic, Executive Manager, Urban Services

**APPROVER:** Stephen Clements, Deputy CEO and General Manager Planning,  
Environment and Urban Services

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**RECOMMENDATION**

That the Minutes of the Traffic Committee Meeting held on 15 December 2020 be noted and the recommendations be adopted.

**ATTACHMENTS**

1. Traffic Committee Meeting Minutes - 15 December 2020

# ATTACHMENT 1



# MINUTES

**Traffic Committee Meeting**

**15 December 2020**



**TRAFFIC COMMITTEE MEETING  
15 DECEMBER 2020**

Minutes of the Traffic Committee Meeting of Strathfield Municipal Council held on 15 December 2020, in the Main Building Meeting Room, 65 Homebush Road, Strathfield.

**COMMENCING:** 11am

<b>PRESENT:</b>	Antoine Doueihi	Mayor
	Karen Pensabene	Deputy Chairperson
	Nella Hall	Councillor (Webex)
	Jacqui Thorburn	Rep for Jodi McKay (Webex, left meeting at 11:30am)
	Reyad Toufaily	TfNSW (Webex)

**ALSO IN ATTENDANCE:**

Gordon Malesevic	Executive Manager Urban Services
Qian Liu	Manager Traffic
Fernando Rios	Traffic Engineering Officer
Usha Arvind	Road Safety Officer
Mike Botton	Item 6.1 from 11.00-11.10am as guest speakers (Webex)
and Paul Wijngaarden	Item 6.2 from 11.20-11.25am as guest speakers (Webex)
Alexei Feofiloff, Nadia Critenden and Helen Isouksenko	Item 6.5 from 11.25-11.30am as a guest speaker (Phone)
Anne Sullivan	

**1. WELCOME AND INTRODUCTION**

**2. APOLOGIES**

Stephen Clements	Deputy CEO/GM Planning, Environment & Urban Services
Nicole Bartolo	Police Traffic Officer (email confirmed raising no issue)

**3. DECLARATIONS OF INTEREST**

**4. CONFIRMATION OF MINUTES**

Antoine Doueihi	Mayor
Seconded	Karen Pensabene Deputy Mayor

**RECOMMENDATION**

That the minutes of the Traffic Committee Meeting meeting held on 17 November 2020, a copy of which has been furnished to each Councillor, be taken as read and confirmed as a true and correct record of that meeting and that the Chairman and General Manager be authorised to sign such minutes.

*Voting on this item was unanimous*

*Note from Auburn Police Station:*

*Item 6.7 mentions Law Enforcement by Burwood PAC. This should be Auburn PAC.*

**5. DEFERRED/OUTSTANDING ITEMS**

Nil

## 6. REPORTS

### 6.1 Pomeroy Street, Homebush - Raised Pedestrian Crossing

Pursuant to Traffic Committee Meeting dated 20 October 2020 and Ordinary Council Meeting dated 3 November 2020, Council Officers have prepared a detailed design for a raised pedestrian crossing in Pomeroy Street, to connect the existing shared paths near Powell's Creek and in Ismay Reserve.

The design was prepared to conform to Austroads Guides, AS1742.10-2009 and TfNSW technical directions as shown in Attachment 1. The design features are:

- A 75mm high raised platform to cater for bus access requirement.
- 5.7m wide crossing to be future ready which may be converted to a 3.2m pedestrian crossing plus a 2.5m dedicated cycle crossing if required.
- Motorists are required to give way to both pedestrians and cyclists.
- Cyclists are required to dismount to cross the road.
- Staggered u-rails and hazard board treatment is to be introduced at the end of the shared path to reduce speed.
- The raised crossing and Ismay Reserve shared path alignment are staggered, to reinforce the cyclist dismount requirement.
- No loss of kerbside on-street parking is required.

The City of Canada Bay Council was consulted in the process. Canada Bay Council expressed their preference of providing a separate cycling crossing path adjacent to pedestrians (as per Figure 1 below) so cyclists are given priority and not required to dismount.



Figure 1 – Typical separate pedestrian/cyclist crossing treatment  
Source: Cycling Aspects of Austroads Guides (2017)

## TRAFFIC COMMITTEE MEETING

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Whilst noting that the cyclist dismount can be difficult to enforce practically, a dedicated cycling crossing path would allow cyclists to ride across roads at a higher speed which may not give motorists sufficient time to react and give way. It is also noted that Pomeroy Street South Road Reserve contains a section of footpath where cyclists are already required to dismount by the road rules. It is recommended that the pedestrian cyclist separation is not to be implemented on the crossing at this stage. With new cycling facilities being proposed under the Bridge Road Domain Improvement project, this wider raised platform can be reviewed and easily upgraded to suit future facilities if required.

**RECOMMENDATION**

That Council construct a raised pedestrian crossing in Pomeroy Street, Homebush as per Attachment 1, subject to the following amendments:

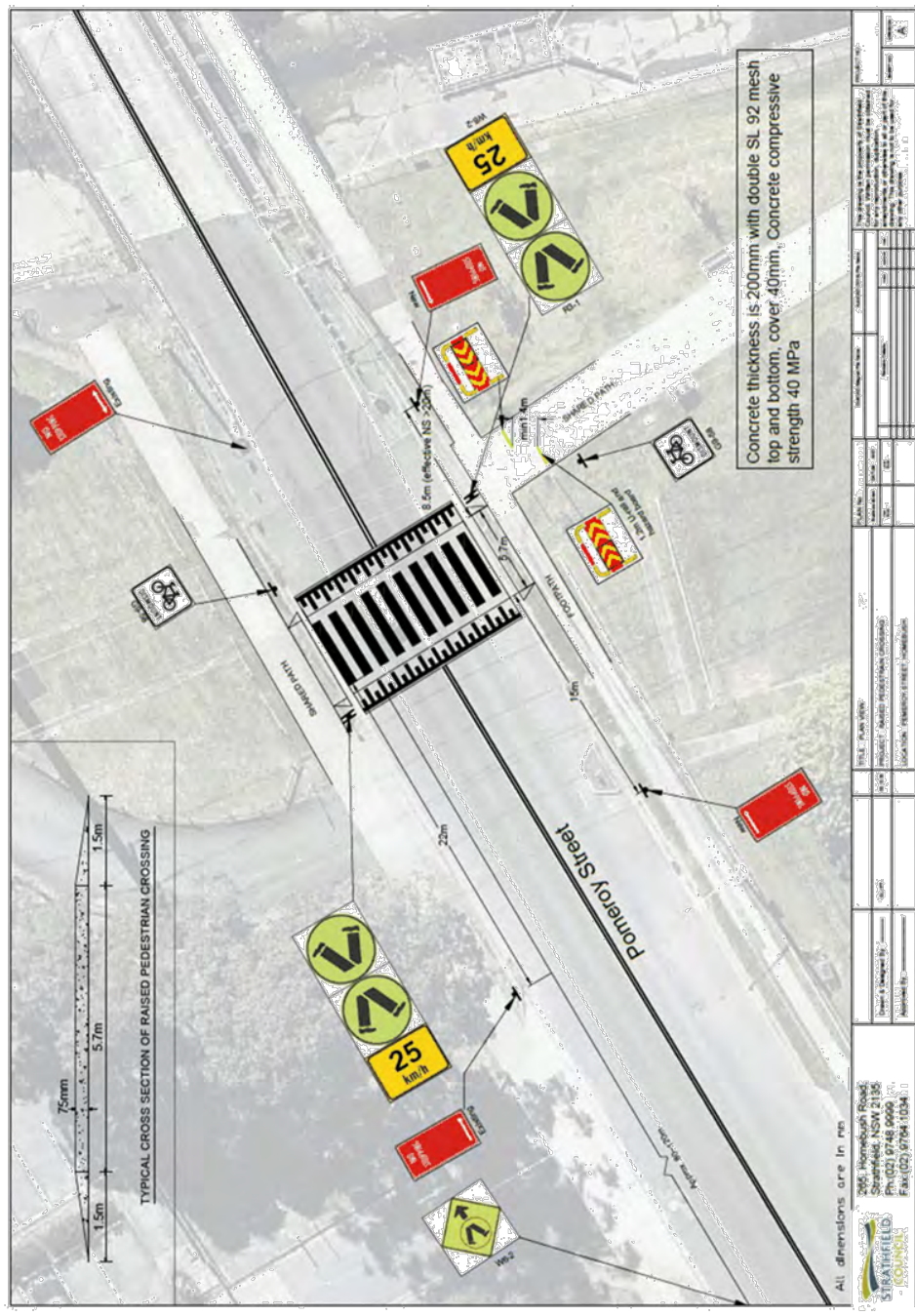
- Kerb extensions are provided to help visibility between pedestrians and motorists.
- Staggered u-rails and hazard board treatment are removed.

*(Voting on this item was unanimous)*

*Note: Mr Botton and Mr Wijngaarden from BayBUG addressed the Committee to reiterate the issues raised in the written submission dated 14 December 2020.*



**Attachment 1:**





## 6.2 Vernon Street, Strathfield - Parking Restriction Changes

Council has received a request from St Peter & Paul Russian Orthodox Church (the Church) in Vernon Street, Strathfield, to change the parking restrictions at their frontage to allow staff parking.

Approx. 24m of the Church's frontage on the western side of Vernon Street is signposted as "No Parking Wedding or Funeral Vehicles Excepted 8am-4pm". The Church has requested the signs to be altered to "No Parking Authorised, Wedding or Funeral Vehicles Excepted 8am-4pm" so that two nominated staff vehicles can be legally parked in this parking zone. The requested change would not affect the surrounding on-street parking but better utilise the existing parking zone.



Figure – Aerial image of road section under assessment

As per TfNSW permit parking guidelines, declared organisation parking permits may be issued to people who require access to the area of operations on a frequent basis and where suitable parking alternatives are not available.

In order to determine the eligibility for parking permits, Council Officers have sought clarification from the Church on its on-site parking arrangement. No further information has been received at this stage.

## TRAFFIC COMMITTEE MEETING

15 DECEMBER 2020

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**RECOMMENDATION**

That Council change the parking signs to read "No Parking Authorised, Wedding or Funeral Vehicles Excepted 8am-4pm", subject to confirmation on no alternative on-site parking.

*(Voting on this item was unanimous)*

*Note: Mr Feofiloff, Dr Crittenden and Ms Isouksenko representing the Church addressed the Committee in support of the recommendation.*

## TRAFFIC COMMITTEE MEETING

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**6.3 Rochester Street and Burlington Road, Homebush - Proposed Roundabout and One-way Scheme for Burlington Road**

Council is proposing to upgrade the Homebush Village Shopping Area, to provide additional parking and beautify the streetscape including landscaping, seating, lighting and paving.

Several options were developed for public consultation. The preferred option by the community is to retain two-way traffic in Rochester Street and convert Burlington Road to one-way westbound only between Homebush Road and Meredith Street. The on-street parking in Burlington Road will be changed to 90 degree angle parking along the northern side.

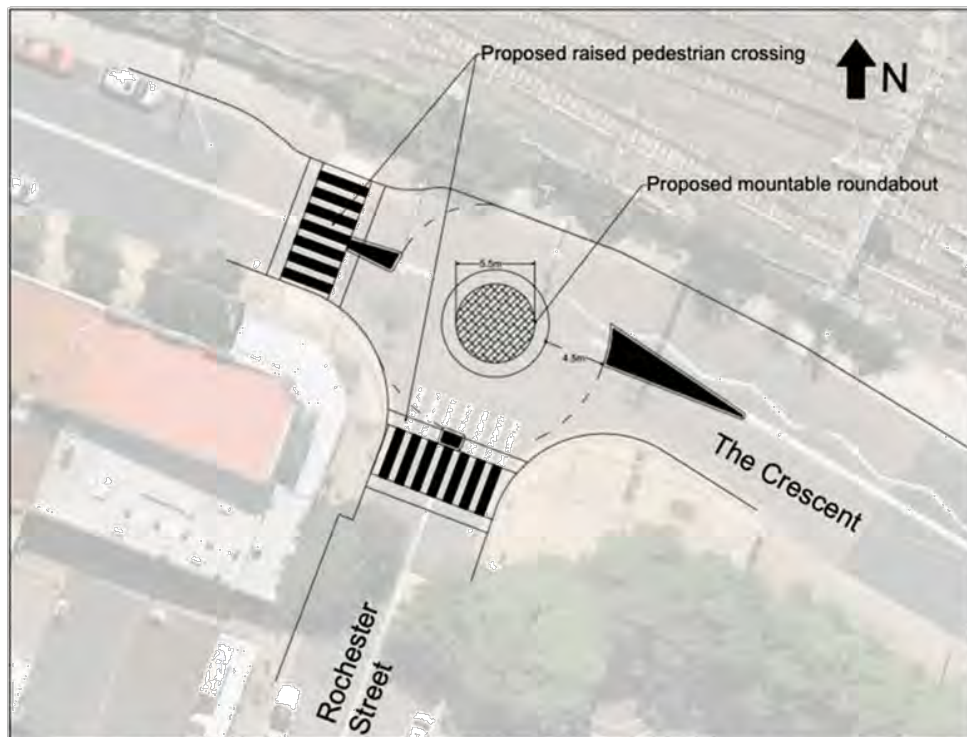
As part of this proposal, a roundabout was designed to improve the access and safety at the intersection of Rochester Street and Burlington Road as shown in Attachment 1. The design features are:

- The design consists of a 9m diameter mountable roundabout.
- Only 6m loss of on-street parking (approx. 1 space) is required on the western side of Rochester Street, south of Burlington Road.
- Service vehicle (8.8m) swept paths are completed to confirm the accessibility (as shown in Attachment 2)
- Kerb realignment is not mandatory. One-way traffic can be enforced by painted islands which is more cost-effective.
- No change to the existing pedestrian crossings is required but modification to the refuge islands south of the intersection is required to allow vehicle turning.

It is recommended that a roundabout be approved in principle at the intersection of Rochester Street and Burlington Road, to allow a detailed design to be carried out. Meanwhile, a Traffic Management Plan (TMP) for a one-way scheme in Burlington Road needs to be prepared for the approval by TfNSW.

Furthermore, the Committee at its meeting of 21 April 2020 considered a proposal to introduce a roundabout at the intersection of The Crescent and Rochester Street as per Figure 1, to improve intersection safety. Letters outlining the proposal were posted to 30 affected shop owners and residents. The consultation was conducted between 14 May and 4 June 2020. Below are the tabulated responses.

		Comments
<b>Support</b>	3	Nil
<b>Opposed</b>	0	Nil
<b>Total</b>	3	



**Figure 1 – Preliminary design of a mountable roundabout with raised pedestrian crossings at The Crescent/Rochester Street intersection**

With Rochester Street remaining as two-way, it is also recommended that Council proceed with a detailed design for a roundabout at the intersection of The Crescent and Rochester Street.

#### RECOMMENDATION

That

- Council proceed with a detailed design for roundabouts in Rochester Street at the intersections with Burlington Road and The Crescent, respectively.
- The detailed designs with turning path diagrams be referred back to the next available Traffic Committee.
- Council support the one-way westbound only scheme along Burlington Road between Homebush Road and Meredith Street in principle, subject to a TMP to be submitted and approved by TfNSW and matter be referred back to LTC upon completion of community consultation and approval of the TMP.

*(Voting on this item was unanimous)*

*Note:*

*Homebush Public School was consulted regarding the proposal. The School raised no objection and also agreed with relocating the kiss & ride zone from Burlington Road to Rochester Street.*

#### ATTACHMENTS

1. Concept Design – Roundabout at Rochester Street/Burlington Road Intersection
2. Service Vehicle (8.8m) Swept Paths



## 15 DECEMBER 2020

**64 Hardsmith Road**  
Strathfield NSW 2135  
Ph (02) 9748 6669  
Fax (02) 9744 1034

**STRATHFIELD COUNCIL**

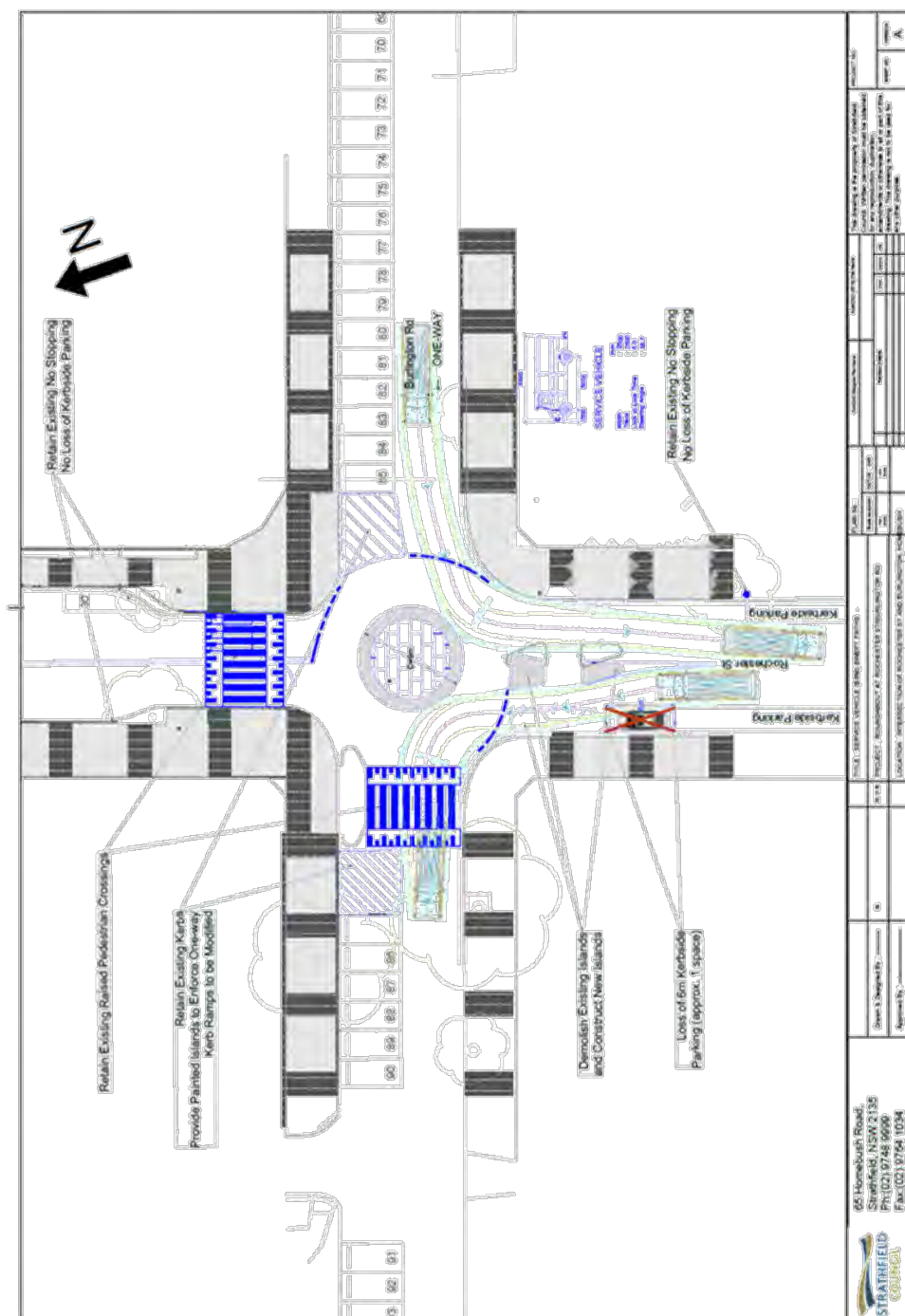
Project Name:	Hardsmith Road Intersection	Client:	Strathfield Council
Project Number:	10000000000000000000	Date:	10/10/2019
Project Manager:	[Name]	Author:	[Name]
Project Location:	64 Hardsmith Road, Strathfield NSW 2135	Scale:	1:500
Project Status:	Final Design	Revision:	01

This drawing is the property of Strathfield Council. It is to be used for the purpose of the project only. No part of this drawing may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without prior written permission from Strathfield Council.

## TRAFFIC COMMITTEE MEETING

15 DECEMBER 2020

## Attachment 2:



## TRAFFIC COMMITTEE MEETING

15 DECEMBER 2020

**6.4 2021 Traffic Committee Meeting Dates**

Schedule of Traffic Committee Meetings for 2021 is listed below.

**TRAFFIC COMMITTEE MEETINGS 2021**

11.00am – 12.30pm (3rd Tuesday of the Month)

16 February 2021	11.00am – 12.30pm	Microsoft Teams Meeting
16 March 2021	11.00am – 12.30pm	Microsoft Teams Meeting
20 April 2021	11.00am – 12.30pm	Microsoft Teams Meeting
18 May 2021	11.00am – 12.30pm	Microsoft Teams Meeting
15 June 2021	11.00am – 12.30pm	Microsoft Teams Meeting
20 July 2021	11.00am – 12.30pm	Microsoft Teams Meeting
17 August 2021	11.00am – 12.30pm	Microsoft Teams Meeting
21 September 2021	11.00am – 12.30pm	Microsoft Teams Meeting
19 October 2021	11.00am – 12.30pm	Microsoft Teams Meeting
16 November 2021	11.00am – 12.30pm	Microsoft Teams Meeting
21 December 2021	11.00am – 12.30pm	Microsoft Teams Meeting

Due to the current Covid situation meetings will continue to be held via Microsoft Teams until further notice.

*Note: Council requirements are for the Traffic Committee to have a minimum of eight meetings in one calendar year. further three meetings may be cancelled through the CEO if not required.*

**RECOMMENDATION**

That the 2021 meeting dates be noted.

*(Voting on this item was unanimous)*

### 6.5 Courallie Avenue, Homebush West - Proposed No Right Turn

Pursuant to Traffic Committee Meeting dated 16 June 2020 and Ordinary Council Meeting dated 7 July 2020, Council Officers have undertaken a consultation with the strata (SP87671) at 81-86 Courallie Avenue, Homebush West (AKA. Centenary Park) regarding a proposal of introducing "No Right Turn" at the southern end of Courallie Avenue.

Due to the on-street parking and limited road width, traffic congestion is experienced by the two-way traffic during peak hours in Courallie Avenue. A proposal of introducing a "No Right Turn" sign at the southern end of Courallie Avenue was developed which would discourage the traffic associated with Centenary Park to use Mandemar Avenue and Courallie Avenue. Instead, the access to Centenary Park will be retained via its primary access off the Centenary Drive off-ramp.



**Figure – Aerial photo of the intersection of Mandemar Avenue and Courallie Avenue**

The public consultation was postponed to allow a temporary road closure and work to be carried out in Courallie Avenue in recent months. With the work completed and the road re-opened, Council approached the strata at 81-86 Courallie Avenue (Centenary Park) and received the following response from the strata manager:

- "Our estate is a private road.
- Council indicated they were going to widen Courallie Ave and I feel that is the best and only course of action they should take.
- Initially this was the only access that we had to the Complex and it was a nightmare for residents and Emergency services. Council then opened up access from Courallie Avenue to our Courallie Avenue to suit their garbage collection from our bin collection area. Council has allowed over development of the other part of Courallie Avenue. And we should not be penalised for their actions.
- It is totally unacceptable as the access from Centenary Drive is very congested, particularly at weekends with the Markets.



## TRAFFIC COMMITTEE MEETING

15 DECEMBER 2020

- I totally disagree. Courallie is the only way in and out of this complex on a weekend, especially when the markets are on. It can take up to 1.5 hours to turn off Parramatta Road and travel on Marlborough Road to our gate. This would be a disaster if there was an emergency on a weekend. Apart from the traffic being a disaster already. The proposed solution is not viable. Perhaps limit parking to one side instead."

The strata represents approximately 1,110 households at the Centenary Park development. With the significant level of objections, it is recommended that Council explore alternative options to ease traffic congestions in Courallie Avenue when undertaking a wider community consultation, which may also include:

- Road widening along Courallie Avenue, noting significant costs associated.
- Removal of kerbside parking on one side of Courallie Avenue during peak hours only.

**RECOMMENDATION**

That

- Council undertake a wider community consultation to include all properties along Courallie Avenue and Centenary Park for the preferred treatment option to be determined by the Committee.
- The outcome be reported back to the next available Traffic Committee meeting.

*(Voting on this item was unanimous)*

*Note: Ms Sullivan, representing the Strata of Centenary Park addressed the Committee. The Strata does not support the proposed "no right hand turn at the southern end of Courallie Avenue" but supports "either widening or removal of parking along one side of Courallie Avenue".*

## TRAFFIC COMMITTEE MEETING

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**6.6 29 Wentworth Street, Greenacre - Request for 15 Minute Parking**

Council has received complaints from St Peter's Café at No. 29 Wentworth Street, Greenacre that the frontage is continually blocked by semi-trailers parking all day which impacts the business.

The café operating hours are from 5.00am to 2.30pm Monday to Friday and services surrounding customers from adjoining shops. In order to service and maintain customers, the business needs a short-term parking arrangement whereby a 15 minute limit parking will accommodate an adequate customer turnaround.

It was requested to introduce "1/4P 5am-2.30pm MON-FRI" signs along the entire 32m frontage of St Peter's Café on the western side of Wentworth Road. It is understood that the on-site parking spaces are all allocated to the existing tenants.

**RECOMMENDATION**

That

- Council undertake a public consultation regarding a proposal of introducing a 32m "1/4P 5am-2.30pm MON-FRI" parking zone on the western side of Wentworth Street, Greenacre, in front of No. 29 Wentworth Street.
- The outcome be reported back to the next available Traffic Committee meeting.

*(Voting on this item was unanimous)*

## TRAFFIC COMMITTEE MEETING

15 DECEMBER 2020

**6.7 Chalmers Road, Strathfield - Parking Restriction Changes**

Council has been approached by Chalmers Road School at No.23 Chalmers Road, Strathfield for a request to replace the existing timed No Parking zones adjacent to its exit driveway with "No Stopping" signs.

Concerns were raised when vehicles parked in the timed No Parking zones and sometimes overhung the driveway for extended time periods which obstructs the sight lines for exiting vehicles. Road Rules 2014 Rule 168 states drivers must not stop in a "No Parking" area for more than two minutes and must remain in or within three metres of the vehicle.

To improve the sight lines, Council is proposing to relocate the current "No Parking" signage 2m away from exit driveway to increase clearance from the parked vehicles. It is also recommended that the School be informed of the option of driveway linemarkings to deter parking too close to the driveway. To discourage vehicles overstaying in the No Parking zones or overhanging the driveway, it is recommended that Council extend the timed No Parking zones as per Figure 1, in an effort to increase the kiss and ride supply. The updated sign is to read "No Parking, 8-9.30am 2.30-4pm, SCHOOL DAYS".

The proposed changes would affect approx. 6 unlimited parking spaces at the school frontage.

**RECOMMENDATION**

That

- Council undertake a public consultation regarding a proposal of relocating signposting at the exit driveway of 23 Chalmers Road and extending "No Parking, 8-9.30am 2.30-4pm, SCHOOL DAYS" along the school frontage.
- The public consultation result be reported back to the next available Traffic Committee.

*(Voting on this item was unanimous)*



## 7. SPECIAL EVENTS

### 7.1 Sri Karphaga Vinayakar Temple, Homebush - Chariot Event Road Closures

Council received a request for a special event road closure from Sri Karphaga Vinayakar Temple. The event is in its third year running. The ceremony will be held on Wednesday, 27 January 2021 between 8am and 12pm. The procession of members and friends will walk in a clockwise direction around the temple between 10am to 11am.

The proposed road closure consists of four sections of local roads, namely The Crescent, Hornsey Road, Exeter Road and Eastbourne Road in Homebush. The nearby Homebush West Public School is expected not to be active during the period of the procession.

Traffic Control Plans for the Event have been prepared as follows:

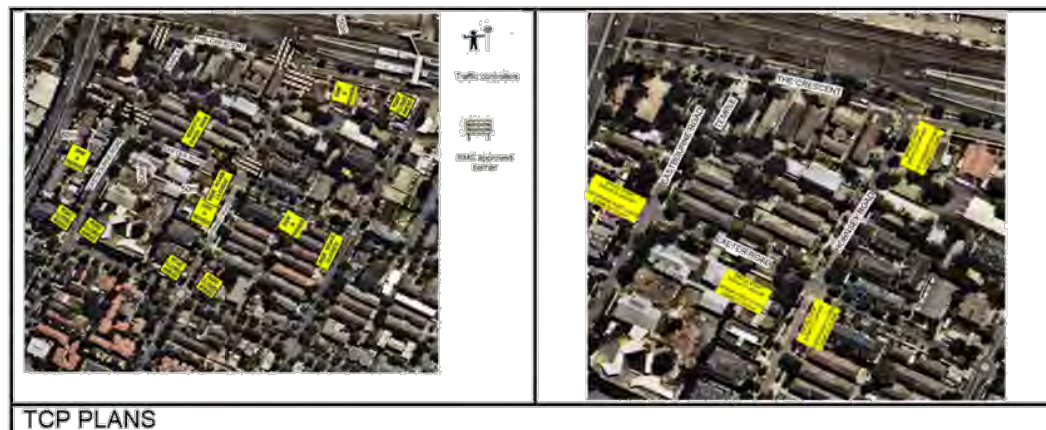
- Signage advising for the special event in advance.
- Traffic controllers to manage the procession by the temporary closure of the nearby roads.
- A separate traffic control has been prepared for the roundabout of Hornsey Road with The Crescent. The roundabout will be open for westbound traffic on The Crescent to undertake a U-turn.
- All tenants within the procession area should receive a letter drop two (2) weeks in advance.

The following figures illustrate the traffic control measurements as explained in the above:



## TRAFFIC COMMITTEE MEETING

15 DECEMBER 2020



This annual event has been operating well for the past two years. It is recommended that a three-year approval be granted to this annual event, subject no change to the event and TCPs.

**RECOMMENDATION**

The road closures be approved for 2021.

*(Voting on this item was unanimous)*

*Note: A written advice was received from Auburn Police Station on 6 January 2021 informing that the event was no longer permitted due to the COVID-19 restrictions.*

**8. ROAD SAFETY****8.1 Road Safety Report**

Safety Issue	Project Name and Description	Project Update
Occupant Restraint	Choose Right, Buckle Right	<ul style="list-style-type: none"> <li>Ongoing education on age-appropriate seats &amp; Australian standards</li> <li>LGRSP - Child Restraint fitting day (Tues 24 November) <ul style="list-style-type: none"> <li>Fully funded by TfNSW</li> <li>Location – Chalmers Rd parking bays</li> <li>Target audience – parents/carers of children 0-9 years</li> <li>Age appropriate seats - rear-facing capsules (0-12 months), forward-facing restraints (12 months – 4 years) &amp; booster seats (4-7 years)</li> <li>Promoted through schools, childcare centres, playgroups &amp; word of mouth</li> <li>Promoted through Council's communication channels</li> <li>Pre-registration mandatory in accordance with public health guidelines</li> <li>2 cancellations</li> <li>25 out of 26 seats (checked) failed inspection</li> <li>Reason for fail - excessive movement/loose tether/seat not buckled</li> <li>Program uptake by suburbs: <ul style="list-style-type: none"> <li>36% from Homebush West</li> <li>28% from Homebush</li> <li>26% Strathfield</li> <li>10% from South Strathfield</li> </ul> </li> </ul> </li> </ul>

## TRAFFIC COMMITTEE MEETING

15 DECEMBER 2020

<b>Distraction</b>	<b>Driving distractions &amp; Crash Risk</b>	<ul style="list-style-type: none"> <li>Multi-platform awareness campaigns <ul style="list-style-type: none"> <li>Are You Driving Blind</li> <li>Distractions within (36%) &amp; outside (30%)</li> <li>Arrive Alive - Low risk driving techniques</li> <li>Crash Avoidance Space</li> </ul> </li> </ul>
<b>Safety Around Schools</b>	<b>School Zones</b>	<ul style="list-style-type: none"> <li>Ongoing education &amp; engagement about school zone rules – speed, double parking, kiss &amp; ride, illegal U turns</li> <li>Share Centre for Road Safety campaigns</li> <li>Liaise with Road Safety Education Officer</li> <li>Support schools with parking/traffic issues <ul style="list-style-type: none"> <li>Homebush public school (Monitor traffic flow in Kiss &amp; Ride zone)</li> </ul> </li> </ul>
<b>Young Drivers</b>	<b>Slow Down</b>	<ul style="list-style-type: none"> <li>Small mistakes can have big consequences</li> </ul>
	<b>Driver distraction</b>	<ul style="list-style-type: none"> <li>Road User distraction – Fatigue &amp; mobile phone</li> </ul>
<b>Drink Driving</b>	<b>What's Your Plan B</b>	<ul style="list-style-type: none"> <li>Community engagement through Flemington Liquor Accord</li> <li>Targeted campaigns (Blood Alcohol Concentration, Zero tolerance for L &amp; P platers)</li> </ul>
<b>Other Activities</b>	<b>Road Safety Education for new parents</b>	<ul style="list-style-type: none"> <li>School &amp; Childcare centre information sessions (Ongoing)</li> </ul>
	<b>Bicycle safety</b>	<ul style="list-style-type: none"> <li>Metre Matters</li> </ul>
	<b>National Road Safety Week</b>	<ul style="list-style-type: none"> <li>Promote Centre for Road Safety collateral in LGA</li> </ul>



Figure 1: Child Restraint fitting day promotion on social media



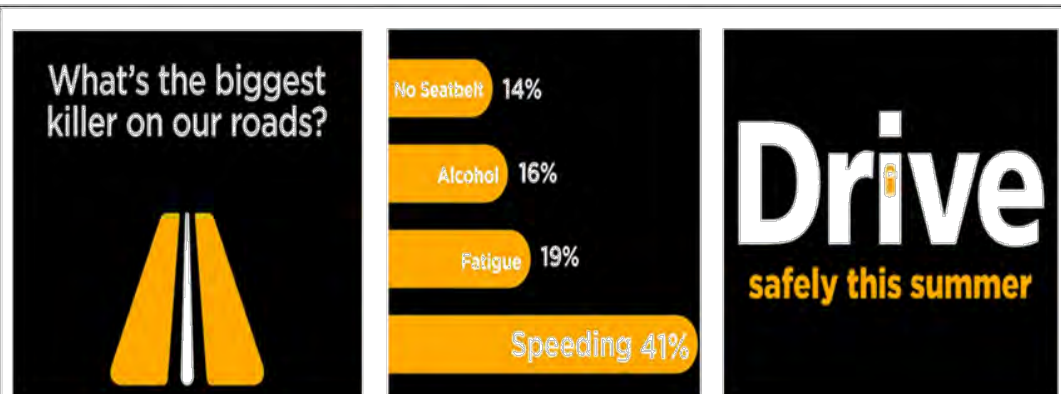


Figure 2: Road safety awareness – Speed the biggest killer

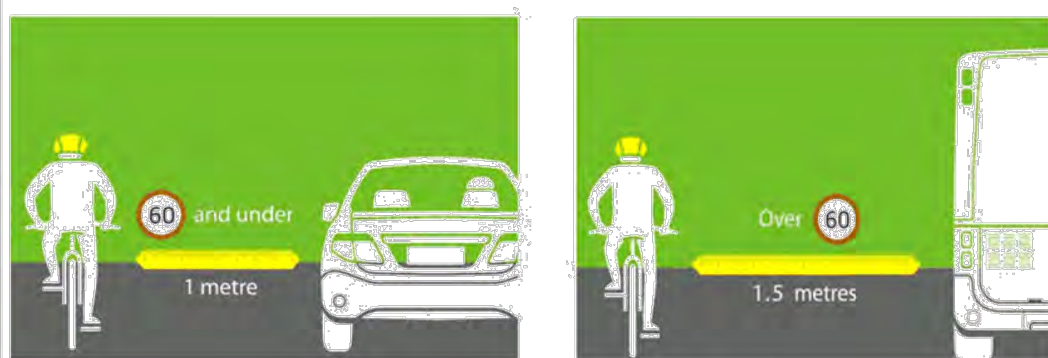


Figure 3: Metre Matters – Give cyclists space



Figure 4: Sydney icons turn yellow for National Road Safety Week

#### RECOMMENDATION

That the report be noted

*(Voting on this item was unanimous)*



TRAFFIC COMMITTEE MEETING

15 DECEMBER 2020

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Meeting Closed: 11:45am

Next Meeting: 16 February 2021

**12.1 NOTICE OF RESCISSION SUBMITTED BY COUNCILLORS DUGGAN,  
PENSABENE AND BLACKMORE**

**SUBJECT: NOTICE OF RESCISSION: 12.4 SAVE HUDSON PARK WEST**

WE MOVE:

That Council's decision of 6 October 2020 being Item 12.4 in respect of Save Hudson Park West be and is hereby rescinded:

- 1. That Council keep Hudson Park West as open green space until community consultation has been undertaken.*
- 2. Community consultation to include an online community survey, e-news notification, and a letter box drop to the 2140 postcode area seeking community feedback on the preferred option for Hudson Park West. Survey results and feedback to be reported back to the December 2020 Council Meeting.*

If the rescission is carried, we move the following Alternate Motion:

1. That Council keep Hudson Park West as open green space.

Hudson Park West is part of the old Hudson Park public golf course. It is bordered by Centenary Drive, Arthur Street and the goods railway line. It is approximately 7 acres of community owned Crown Land. This land should be incorporated into the Hudson Park public park precinct and retained for future generations as public green space.

2. I further move that Council seek community grants for:
  - Further tree plantings along the perimeters of Hudson Park West,
  - Restore and improve the underpass linking Hudson Park with Hudson Park West, and
  - Build a perimeter walking/cycling track to activate this site for public use.

**ATTACHMENTS**

There are no attachments for this report.

**12.2 NOTICE OF MOTION SUBMITTED BY COUNCILLOR PENSABENE**  
**SUBJECT: GRASS VOLLEYBALL COURT AT FRASER STREET, HOMEBUSH AND**  
**SKATE PARK IMPROVEMENTS UPDATE AT COOKE PARK**

**I MOVE:**

1. That Council provide a report to the March 2021 Ordinary Council Meeting on the possibility of placing a grass volleyball court (net and boundary lines) adjacent to the temporary Council Depot at Fraser Street, Homebush.
2. That Council provide an update on improvements to the Skate Park at Cooke Park.

**RECOMMENDATION**

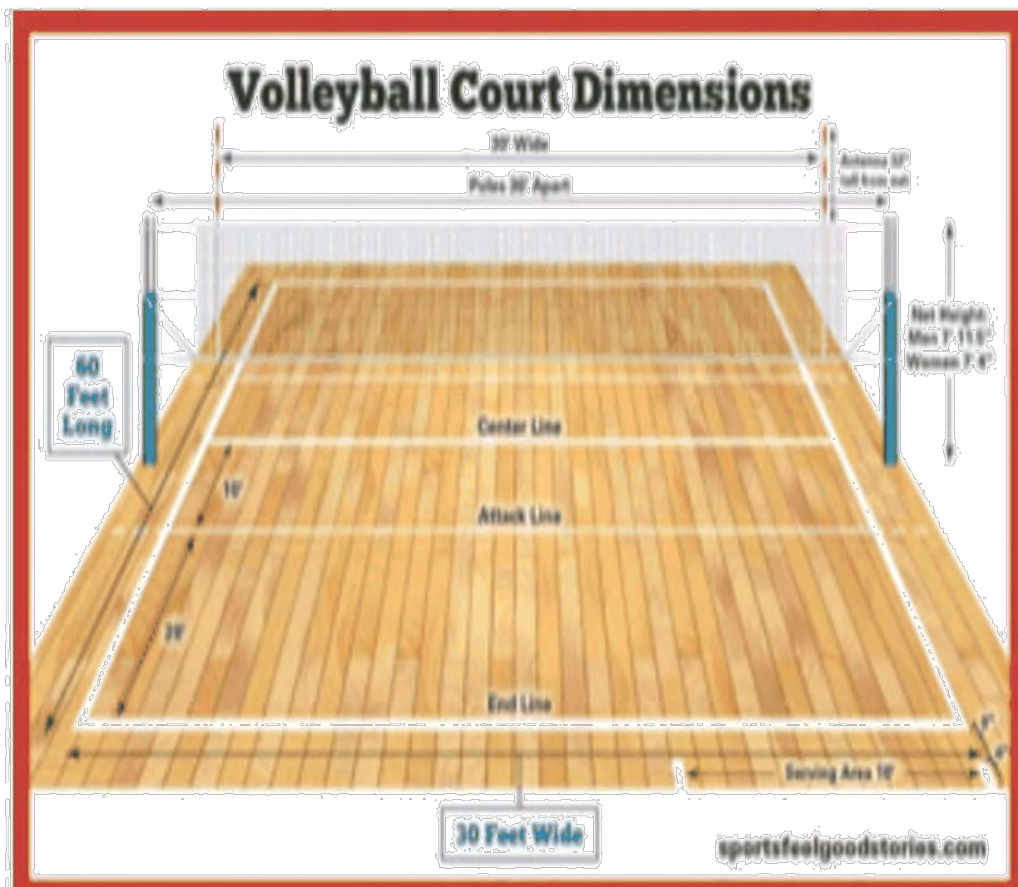
1. That Council provide a report to the March 2021 Ordinary Council Meeting on the possibility of placing a grass volleyball court (net and boundary lines) adjacent to the temporary Council Depot at Fraser Street, Homebush.
2. That Council provide an update on improvements to the Skate Park at Cooke Park.

**ATTACHMENTS**

1. Volleyball Net and Dimensions

# ATTACHMENT 1

# Subject: Volleyball net & dimensions



**12.3 NOTICE OF MOTION SUBMITTED BY COUNCILLOR PENSABENE**  
**SUBJECT: STRATHFIELD/BURWOOD LIONS CLUB TRAILER AND BBQ**

I MOVE:

That Council provide a report to the March Ordinary Council Meeting, to provide a storage area for the Strathfield/Burwood Lions Club Trailer and BBQ.

**RECOMMENDATION**

That Council provide a report to the March Ordinary Council Meeting, to provide a storage area for the Strathfield/Burwood Lions Club Trailer and BBQ.

**ATTACHMENTS**

There are no attachments for this report.

**12.4 NOTICE OF MOTION SUBMITTED BY COUNCILLOR DUGGAN**  
**SUBJECT: ONGOING AIR QUALITY MONITORING - HOMEBUSH VENTILATION FACILITY**

I MOVE:

That Strathfield Council write to the NSW Department of Planning, Infrastructure and Environment to request:

- a) The indefinite continuation of the Westconnex Powell's Creek Air Quality Monitor
- b) The installation of a Sydney Air Quality Monitoring Station at Homebush

Rationale

Transurban Group is required to monitor air quality in the vicinity of the unfiltered ventilation facility at Underwood Road, Homebush until July 2021.

Once this monitoring ceases, the closest alternative monitoring will be at North Parramatta, Chullora and Rozelle via the Sydney Air Quality Monitoring Station network.

Air quality monitoring in the Homebush and Homebush West area is particularly important due to pollution emitted from the high volumes of traffic and the unfiltered Ventilation Facility located at Underwood Road.

**RECOMMENDATION**

That Strathfield Council write to the NSW Department of Planning, Infrastructure and Environment to request:

- a) The indefinite continuation of the Westconnex Powell's Creek Air Quality Monitor
- b) The installation of a Sydney Air Quality Monitoring Station at Homebush

**ATTACHMENTS**

There are no attachments for this report.

**12.5 NOTICE OF MOTION SUBMITTED BY COUNCILLOR DUGGAN**  
**SUBJECT: COMMUNITY ACCESS TO COUNCIL MEETINGS**

I MOVE:

1. That Council allow members of the public to address the Council Ordinary Meeting in a (COVID) safe way from the March 2021 meeting by providing access via audio visual or similar.
2. I further move that Council consider a (COVID) safe way to allow members of the public to attend Council meetings from March 2021 (including the possibility of a move to a larger venue).

**RECOMMENDATION**

1. That Council allow members of the public to address the Council Ordinary Meeting in a (COVID) safe way from the March 2021 meeting by providing access via audio visual or similar.
2. I further move that Council consider a (COVID) safe way to allow members of the public to attend Council meetings from March 2021 (including the possibility of a move to a larger venue).

**ATTACHMENTS**

There are no attachments for this report.



**12.6 NOTICE OF MOTION SUBMITTED BY COUNCILLOR DUGGAN**  
**SUBJECT: IMPROVED TRANSPARENCY: COUNCIL TENDER PROCESS**

**I MOVE:**

1. I move that Council provide a report to the March 2021 meeting on the possibility and/or any impediments to providing an ongoing report to each Ordinary Council Meeting (from April 2021) details of the Class 1, 2 and 3 tenders which have been advertised and/or awarded in the previous month.
2. I further move that Council provide a report on the possibility and/or any impediments to tenders valued at greater than \$100,000 to be referred to an Ordinary Council Meeting for consideration and/or endorsement or approval.

**RECOMMENDATION**

1. I move that Council provide a report to the March 2021 meeting on the possibility and/or any impediments to providing an ongoing report to each Ordinary Council Meeting (from April 2021) details of the Class 1, 2 and 3 tenders which have been advertised and/or awarded in the previous month.
2. I further move that Council provide a report on the possibility and/or any impediments to tenders valued at greater than \$100,000 to be referred to an Ordinary Council Meeting for consideration and/or endorsement or approval.

**ATTACHMENTS**

There are no attachments for this report.

**12.7 NOTICE OF MOTION SUBMITTED BY COUNCILLOR HALL**  
**SUBJECT: PARK CAMERAS**

I MOVE:

1. That Council prepare a report for the April 2021 Ordinary Council Meeting in relation to the feasibility of installing CCTV cameras in parks within the LGA where required because of vandalism and nuisance disturbances.
2. That the report also assess the budgetary complications including the cost of the vandalism, the cost of installation and the frequency of the vandalism.

**RECOMMENDATION**

1. That Council prepare a report for the April 2021 Ordinary Council Meeting in relation to the feasibility of installing CCTV cameras in parks within the LGA where required because of vandalism and nuisance disturbances.
2. That the report also assess the budgetary complications including the cost of the vandalism, the cost of installation and the frequency of the vandalism.

**ATTACHMENTS**

There are no attachments for this report.

**12.8 NOTICE OF MOTION SUBMITTED BY COUNCILLOR HALL**  
**SUBJECT: HOMEBUSH ROAD SAFETY**

I MOVE:

That due to the number of major accidents on Homebush Road between Birnam Road to Strathfield Park, that Council carry out a traffic investigation and assess what safety features can be implemented.

**RECOMMENDATION**

That due to the number of major accidents on Homebush Road between Birnam Road to Strathfield Park, that Council carry out a traffic investigation and assess what safety features can be implemented.

**ATTACHMENTS**

There are no attachments for this report.

**CS1                    CURRENT STATUS OF COUNCIL RESOLUTIONS**

**AUTHOR:            David McQuade, Governance Manager**

**APPROVER:        Melinda Aitkenhead, Director Corporate & Financial Services**

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**RECOMMENDATION**

That the report on the current status of Council resolutions be noted.

**PURPOSE OF REPORT**

To update the Council on the status of previous Council resolutions.

**REPORT**

Attached is a summary of the outstanding Council resolutions.

**FINANCIAL IMPLICATIONS**

There are no financial implications.

**ATTACHMENTS**

1.        Current Status of Council Resolutions

# ATTACHMENT 1



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
1/12/2020 267/20	Homebush Village Upgrade	Development Environment and Urban Services Reports
<b>RESOLVED:</b> (Vaccari / Kokkolis)		
That Council:		
1. Proceed with the One-Way Option in Burlington Road from Homebush Road to Meredith Street with 90° Parking in Burlington Road.		
2. Council renew public infrastructure in the Homebush Village to the level carried out at Homebush West Shopping Centre commencing before 30 March 2021.		
3. Residents and shopkeepers who participated in the survey be thanked and informed of the outcome and project timeline.		
4. That a roundabout be installed at the Rochester Street and Burlington Road junction.		
For the Motion: Councillors Blackmore, Doueihi, Kokkolis and Vaccari		
Against the Motion: Councillors Duggan, Hall and Pensabene		
Ongoing		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
1/12/2020 260/20	Westconnex Tree Planting	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Hall)		
That Council write to the appropriate organisation and report back to Councillors to ensure that all promised tree planting that was supposed to be provided by Westconnex has been provided to Strathfield Council.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Ongoing.		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
1/12/2020 259/20	Nature Strips Homebush	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Vaccari)		
That a report be prepared for the next ordinary Council Meeting in relation to nature strip improvements and beautification on Meredith Street between The Crescent and Abbotsford Road, Homebush.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Report to go to March Council Meeting.		





## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020 239/20	<b>Solar Lighting at Elliott Reserve Dog Park</b>	People, Place and Civic Services Reports
<b>RESOLVED:</b> (Pensabene / Hall)		
That Council:		
Subject to public consultation, provide two fauna sensitive lights along the fence line of the Dog Park on Maria Street positioned so the light spill is inward to the Park and not affecting homes or fauna as shown on the attached Plan.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Awaiting delivery of materials.		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020	Traffic Calming on Council Premises at Strathfield One Stop Childcare Service	Motions Pursuant to Notice
223/20		
RESOLVED: (Duggan / Hall)		
That Council		
1. Urgently implement measures to reduce speeding in the narrow section of road between the Strathfield Occasional Childcare Centre building and the canal. This space is used by pedestrians and car traffic seeking access to the Airey Park sporting facilities and/or the Childcare Centre.		
2. Report back to a future workshop on potential costs involved.		
For the Motion:	Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil	
Proposal to go to future Councillor Workshop.		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020 234/20	Strathfield Shooting Memorial	Office of the CEO Reports
<b>RESOLVED:</b> (Pensabene / Duggan)		
That Council:		
<ol style="list-style-type: none"><li>1. Receive and note the report and the consultation undertaken</li><li>2. That the memorial tree and accompanying plaque remain in situ and the plaque and stone be fully renovated</li><li>3. The memorial renovation be raised by 1 metre</li></ol>		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Works progressing.		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020 227/20	Davey Place Memorial Upgrade	Motions Pursuant to Notice
<p><b>RESOLVED:</b> (Duggan / Pensabene)</p> <p>1. I move that the Council establish a Working Group consisting of interested Councillors, Council officers, Homebush community representatives, and representatives from Cumberland RSL to produce a masterplan of the Davey Place Memorial.</p> <p>2. I further move that the Secretariat for the Committee be provided by Council and the Committee to report back to April 2021 Council Meeting.</p> <p>Items to be considered by the committee include the refurbishment and upgrade of the of the Davey Place Memorial in Homebush.</p> <p>The RSL has previously confirmed that they do not want the World War 1 memorial to be moved from its existing (island) site; and they are also respectful of the community's strong feedback that the road between the two sites should not be closed.</p> <p>The Committee should therefore focus on improvements to the Western site. In particular the RSL has indicated the following is required:</p> <ul style="list-style-type: none"> <li>• The existing curved memorial be refurbished or replaced</li> <li>• Provision for an area to lay wreaths during commemorative events</li> <li>• A raised area for speeches during commemorative events</li> <li>• Post-Vietnam theatres of war to also be acknowledged at the site</li> <li>• Sympathetic landscaping</li> <li>• New Yardarm Flagpole with appropriate lighting</li> </ul> <p>3. Finally, I move that the Council report back to the April 2021 Ordinary Council Meeting on any potential grant funding for a proposed refurbishment.</p> <p>For the Motion: Councillors Blackmore, Douelhi, Duggan, Hall, Kokkolis, Pensabene and Vaccari</p> <p>Against the Motion: Nil</p>		

 <b>STRATHFIELD COUNCIL</b>	<b>Outstanding Council Resolution Actions</b>
Ongoing:	



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020 231/20	FIFA Women's World Cup	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Vaccari)		
That Council establish a round table meeting with any interested Councillors, Football NSW, parties from local sports clubs, local schools and community members to prepare for the 2023 FIFA World Cup and Councils plans in relation to this event.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Meeting requested to Football NSW.		



# Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020 220/20	Park Benches	Motions Pursuant to Notice
<b>RESOLVED:</b> (Pensabene / Hall)		
That:		
1. Council install park benches for our senior citizens on the corner of Redmyre Road and Margaret Street, Strathfield and also on the linear park located on the eastern side of Fraser Street, Homebush near the canal.		
2. An audit of our LGA be conducted to examine where additional benches could be placed to assist our senior citizens.		
For the Motion:	Councillors Doueihy, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil	
Ongoing		



# Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020	Delivery of District Open Space at Hudson Park	Motions Pursuant to Notice
225/20		
<b>RESOLVED:</b> (Duggan / Hall)		
That Council:		
1. Note the process which will be followed by Council for any proposed move of the Depot will include a Plan of Management, Public Consultation and Ministerial approval.		
2. Be provided with a full project brief and detailed budget information for the proposed move of the Council Depot to Hudson Park West. The report should be presented to the December Council Meeting and include the precise location and property footprint for the Council Depot and car park.		
3. Include in the brief the planned origin of funding for the move (e.g. will the Council have to borrow funds or use general revenue, or some other source)?		
For the Motion:	Councillors Blackmore, Duggan, Hall and Pensabene	
Against the Motion:	Councillors Doueihy, Kokkolis and Vaccari	
Budget being prepared.		





## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020 233/20	New Depot Consultation	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Duggan)		
Upon project approval that Council inform residents via the Council e-news of the plan for our new Council Depot to service the entire Strathfield Local Government Area. That signs be erected upon project approval on the new Depot site to inform residents of what improved services we will be providing to the community.		
For the Motion: Councillors Blackmore, Doueih, Kokkolis and Vaccari		
Against the Motion: Councillors Duggan, Hall and Pensabene		
Ongoing		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/11/2020 232/20	LEP Possible Compulsory Acquisitions	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Kokkolis)		
That Council be informed at the next Planning Policy Urban Design Working Party Committee Workshop on the possibility of council acquiring properties in relation to the future needs of our community including greenspace and community facilities.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Kokkolis, Pensabene and Vaccari		
Against the Motion: Councillor Hall		
To go to future Councillor Workshop,		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
6/10/2020 201/20	Marlene Doran	Motions Pursuant to Notice
<b>RESOLVED:</b> (Pensabene / Hall)		
That Council find an appropriate Reserve, Park or Community Centre to be named in honour of Marlene Doran OAM.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Ismay Reserve will include recognition of Marlene Doran on signage once park is handed over to Council		



# Outstanding Council Resolution Actions

Meeting Date	Subject	Section
6/10/2020	Graffiti and Beautification - Homebush West Shopping Precinct	Development Environment and Urban Services Reports
208/20		
<b>RESOLVED:</b> (Hall / Kokkolis)		
That Council;		
1. Receive and note the report.		
2. Continue with the rapid removal program and work with shop owners to replace existing roller shutter shopfronts and to remove posters, etc. from shopfronts.		
3. In consultation with the local Chamber of Commerce, investigate suitable mural locations in the LGA.		
For the Motion:	Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil	
Shops have until 12/02/21 to apply with beautification projects to be completed by 26/03/21.		



# Outstanding Council Resolution Actions

Meeting Date	Subject	Section
4/08/2020 134/20	<b>Mayoral Minute No 10/20 Facilities and Landscape Masterplan for Strathfield Park</b>	Mayoral Minute
<b>RESOLVED:</b> (Doueihi) <ol style="list-style-type: none"> <li>1. That Council undertakes a Facilities and Landscape Masterplan for Strathfield Park to guide Council when undertaking future initiatives in the park in the interests of ensuring a balance of activities:             <ul style="list-style-type: none"> <li>• For the whole community and all demographics;</li> <li>• Between both active and passive uses;</li> <li>• Between competition sports and non-competitive recreational activities offered;</li> <li>• Providing options for licensed concession activities for the public e.g. café, gymnasium, outdoor seating and umbrellas; and</li> <li>• In consideration of ensuring the amenity of local residents adjacent to the park.</li> </ul> </li> <li>2. That a community consultation process be conducted to canvas the community's views in the development of the Masterplan including an online survey and written submissions and that each Councillor be interviewed regarding their views on producing a Masterplan that will work for all stakeholders and members of the community.</li> <li>3. That a draft Masterplan be submitted to a Councillor Workshop prior to presentation to Council for exhibition.</li> </ol> <p>For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari</p> <p>Against the Motion: Nil</p> <p>Masterplan to be drafted and to go to future Councillor Workshop.</p>		



## Outstanding Council Resolution Actions


Meeting Date	Subject	Section
4/08/2020 146/20	Privacy Controls in SCDP 2005	Motions Pursuant to Notice
<b>RESOLVED:</b> (Hall / Pensabene)		
1. That Strathfield Council investigate the strengthening of the current controls in Section 7 - Privacy in Council's Consolidated DCP and site specific DCPs		
2. That Council report to a Planning Workshop and that this review be part of the LEP process.		
For the Motion:	Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil	
To go to future Councillor Workshop		



# Outstanding Council Resolution Actions

Meeting Date	Subject	Section
2/06/2020 98/20	<b>Crossing Ramps Improved Accessibility for Prams, Wheelchairs etc.</b>	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Hall)		
<ol style="list-style-type: none"> <li>1. That Council conduct an audit of all pedestrian crossing ramps across the entire LGA to assess if they are safe for prams, wheelchairs etc. for crossing.</li> <li>2. That a report be prepared with required works, budgetary impacts and possible RMS funding opportunities for the September 2020 Council Meeting or earlier.</li> <li>3. That the audit count nominate those ramps that are flush and those that are slightly elevated.</li> <li>4. That Council's Access Committee be consulted regarding the audit and provided with information as the audit progresses.</li> </ol>		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Pensabene and Vaccari		
Against the Motion: Nil		
To go to future Councillor Workshop.		



 <b>Outstanding Council Resolution Actions</b>		
Meeting Date	Subject	Section
5/05/2020	<b>Left Turn Expansion Arthur Street, Strathfield onto Centenary Drive, Homebush West</b>	Motions Pursuant to Notice
76/20		
<b>RESOLVED:</b> (Blackmore / Vaccari)		
<ol style="list-style-type: none"><li>1. That the possibility of Council dedicating land to extend the Left hand turning bay from Arthur Street, Strathfield onto Centenary Drive, Homebush West be discussed at the July Traffic Committee.</li><li>2. That a traffic study be conducted by the RMS also include the extension of the left hand turning bay to improve the road network along Liverpool Road and Underwood Road along Centenary Drive and Homebush Bay Drive.</li><li>3. That funds are sought through either State or Federal grants for these works.</li></ol>		
For the Motion:	Councillors Blackmore, Doueih, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil	
Funding not provided by Council. Informed Transport for NSW and awaiting a response.		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/03/2020 47/20	Councillor Valedictory	Motions Pursuant to Notice
<b>RESOLVED:</b> (Duggan / Pensabene)		
That interested Councillors be given 5 minutes at the meeting on 7 July 2020 to discuss highlights of their term, and what the role has meant for them.		
For the Motion: Councillors Blackmore, Douelhi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Deferred until September 2021.		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/03/2020 48/20	Council Mobile Office	Motions Pursuant to Notice
<p><b>RESOLVED:</b> (Duggan / Pensabene)</p> <p>1. That Strathfield Council conduct a (weekend or evening) mobile office every quarter commencing in July 2020. The mobile office will provide residents with an opportunity to meet with Councillors and key Council staff to discuss issues important to them, ask questions, and obtain information on Council activities. Future dates and venues to be advertised on Council's media platform, with rates notices, and letterbox delivery in vicinity of the scheduled mobile office.</p> <p>2. That attendance and support of the community to be reviewed after one year.</p> <p>For the Motion: Councillors Doueihi, Duggan, Hall and Pensabene Against the Motion: Councillors Blackmore, Kokkolis and Vaccari</p> <p>The Mayor declared the Motion <b>Carried</b>.</p>		
Deferred until Covid-19 restrictions ease.		



## Outstanding Council Resolution Actions

Meeting Date	Subject	Section
4/02/2020 31/20	Strathfield Town Centre	Motions Pursuant to Notice
<b>RESOLVED:</b> (Duggan / Pensabene)		
That Council host an evening meeting at the Strathfield Town Hall be held in March/April 2020 to provide the Strathfield community an opportunity to be updated and ask questions regarding planning and development proposals for the Strathfield LGA.		
For the Motion: Councillors Blackmore, Douelhi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
<i>Note: this item was named 'Strathfield Town Centre' in the Agenda.</i>		
Deferred until Covid-19 restrictions ease.		



# Outstanding Council Resolution Actions

Meeting Date	Subject	Section
3/07/2018 139/18	Pomeroy Street - Former Bowling Club Site	Motions Pursuant to Notice
<b>RESOLVED:</b> (Hall / Pensabene)		
That Council prepare a report on the feasibility of the construction of Community facilities at the Pomeroy St – Former Bowling Club site. The community facility must provide space for a separate Men's shed, Women's Shed and green outdoor space.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
No response from Education Department.		

**CS2                      QUARTERLY BUDGET REVIEW AS AT 31 DECEMBER 2020**

**AUTHOR:**        Francis Mangru, Executive Manager, Financial Services/Chief Financial Officer

**APPROVER:**    Melinda Aitkenhead, Director Corporate & Financial Services

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**RECOMMENDATION**

That the Budget Review Statement as at 31 December 2020 be received and adopted.

**PURPOSE OF REPORT**

To submit the Budget Review Statement as at 31 December 2020.

**REPORT**

Clause 203 of the *Local Government (General) Regulation 2005* requires that the Responsible Accounting Officer submit to the Council a Quarterly Budget Review Statement within two months of the close of each quarter.

The Quarterly Budget Review Statement components are:

- Responsible Accounting Officer's Statement
- Income and Expenses Budget Review Statement
- Capital Budget Review Statement
- Cash and Investments Budget Review Statement
- Key Performance Indicators Budget Review Statement
- Consultancy and Legal Expenses Budget Review Statement

**BUDGET REVIEW STATEMENT AS AT 31 DECEMBER 2020**

A detailed review of the actual income and expenditure to 31 December 2020 has been undertaken and compared with the adopted budget. Proposed budget variations are set out in the Statement.

From a financial accrual accounting reporting perspective, there is a minor positive deviation of \$20,000 in Net Operating Result before Capital Items from the Original Budget projection of \$1.344 million. There is a proposed reduction in Operating Income for the period to the December Quarter of \$447,000, which relates to Interest & Investment Revenue of \$390,000 and Fees & Charges – Statutory/Regulatory of \$57,000. A total of \$156,000 as an increase in Operating Expenses mainly in insurance premium expense.

There was no variation to the capital expenditure budget for this quarter, however, a further review will be undertaken during the third quarter to report any variations.

The Cash & Investment impact of the December proposed variation is a total of \$603,000 on Unrestricted Cash. The Cash & investment Budget Review Statement attached provides a detailed overview of all the External and Internally Restricted Funds and the proposed impact of the budget variation.

**Quarterly Budget Review as at 31 December 2020 (Cont'd)**

All of key performance indicators are expected to meet or better the OLG set benchmarks.

The quarterly budget review statement for the quarter ended 31 December 2020 is set out in Attachment 1.

**Summary**

The Chief Financial Officer, as Council's Responsible Accounting Officer, believes that the Budget Review Statement as at 31 December 2020 indicates that the financial position of Council is satisfactory having regard to the original estimates of income and expenditure.

**FINANCIAL IMPLICATIONS**

The financial implications have been identified within the report.

**ATTACHMENTS**

1. Quarterly Budget Review Statement - as at end of December 2020

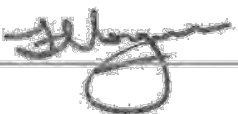


# ATTACHMENT 1

**Strathfield Municipal Council****Quarterly Budget Review Statement  
for the period 1 July to 31 December 2020****Report by Responsible Accounting Officer**

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2005:

It is my opinion that the Quarterly Budget Review Statement for Strathfield Municipal Council for the quarter ended 31 December 2020 indicates that Council's projected financial position at 30 June 2021 will be satisfactory at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

**Signed:****Date:**

29 January 2020

**Francis Mangru**  
Responsible Accounting Officer

<b>Strathfield Municipal Council</b>	<b>Quarterly Budget Review Statement</b>
<b>Income &amp; Expenses Budget Review Statement</b>	<b>for the period 1 July to 31 December 2020</b>

Budget review for the quarter ended 31 December, 2020								
Income & Expenses								
(\$000's)	Original	Approved Changes			Revised	Variations	Projected	Actual
	Budget 2020/21	Carry Forwards	Other than by QBRs	Sep QBRs	Budget	for this Dec Qtr	Year End Result	YTD
<b>Income</b>								
Rates & Annual Charges	(31,089)			(851)	(31,940)		(31,940)	(32,626)
User Fees & Charges	(3,889)			187	(3,702)	57	(3,645)	(2,508)
Interest & Investment Revenue	(818)				(818)	390	(428)	(153)
Other Revenue	(3,875)				(3,875)		(3,875)	(1,286)
Grants & Contribution - Operating	(5,543)				(5,543)		(5,543)	(864)
Grants & Contributions - Capital	(13,363)				(13,363)		(13,363)	(4,719)
<b>Total Income from Continuing Operations</b>	<b>(58,577)</b>	<b>-</b>	<b>-</b>	<b>(664)</b>	<b>(59,241)</b>	<b>447</b>	<b>(58,794)</b>	<b>(42,156)</b>
<b>Expenses</b>								
Employee Costs	22,534				22,534	74	22,608	10,753
Materials & Contracts	8,751			41	8,792	(19)	8,773	3,756
Depreciation, Amortisation & Impairment	6,765				6,765		6,765	3,382
Other Expenses	8,501				8,501	101	8,602	4,648
Loss on Disposal	7				7		7	-
<b>Total Expenses from Continuing Operations</b>	<b>46,558</b>	<b>-</b>	<b>-</b>	<b>41</b>	<b>46,599</b>	<b>156</b>	<b>46,755</b>	<b>22,540</b>
<b>Net Operating Result from Continuing Operations</b>	<b>(12,019)</b>	<b>-</b>	<b>-</b>	<b>(623)</b>	<b>(12,642)</b>	<b>603</b>	<b>(12,039)</b>	<b>(19,617)</b>
Deduct Non-Cash Depreciation					-		-	
<b>Net Operating Result from All Operations</b>	<b>(12,019)</b>	<b>-</b>	<b>-</b>	<b>(623)</b>	<b>(12,642)</b>	<b>603</b>	<b>(12,039)</b>	<b>(19,617)</b>
<b>Net Operating Result before Capital Items</b>	<b>1,344</b>	<b>-</b>	<b>-</b>	<b>(623)</b>	<b>721</b>	<b>603</b>	<b>1,324</b>	<b>(14,898)</b>

This statement forms part of Council's Quarterly Budget Review Statement (QBRs) for the quarter ended 31 December 2020 and should be read in conjunction with the total QBRs report

**Strathfield Municipal Council****Quarterly Budget Review Statement**

for the period 1 July to 31 December 2020

**Income & Expenses Budget Review Statement****Recommended changes to revised budget**

Budget Variations being recommended include the following material items:

Note	Program	Income	Expenditure	Details
1	General Purpose Income	390,000		Reduction in investment income due to drop in RBA Cash Rate and the prevailing financial market.
2	Development Assessment	15,000		reduction in DA income due to reduction in development activities.
3	Compliance & Environmental Health	42,000		reduction in income due to first six month fee waiver.
4	Corporate & Financial Services		180,866	Increase in insurance premium due to market forces.
5	Corporate & Financial Services		11,000	Business Information System upgrade.
6	Corporate & Financial Services		94,145	Corporate services expenses - telephone & internet, subscriptions and Employee Assistance Program.
7	Compliance & Environmental Health		-130,000	Reduced community bus service.
<b>NET TOTAL</b>		<b>447,000</b>	<b>156,011</b>	

This statement forms part of Council's Quarterly Budget Review Statement (QBRs) for the quarter ended 31 December 2020 and should be read in conjunction with the total QBRs report

<b>Strathfield Municipal Council</b>	<b>Quarterly Budget Review Statement</b>
	for the period 1 July to 31 December 2020

**Capital Budget Review Statement**

Budget review for the quarter ended 31 December, 2020

**Capital Budget - Consolidated Programs**

(\$000's)	Original Budget 2020/21	Approved Changes			Revised Budget 2020/21	Variations for this Dec Qtr	Projected Year End Result	Actual YTD figures
		Carry Forwards	Other than by QBRs	Sep QBRs				
<b>Capital Expenditure</b>								
New Assets								
- Plant & Equipment	229				229		229	-
- Other	116				116		116	51
Renewal Assets (Replacement)								
- Plant & Equipment	2,315				2,315		2,315	440
- Land & Buildings	566				566		566	1,472
- Land Improvements	375				375		375	-
- Park Assets	-				-		0	826
- Roads, Bridges, Footpaths	9,037				9,037		9,037	1,836
- Stormwater	161				161		161	83
- Other	0				-		-	-
<b>Total Capital Expenditure</b>	<b>12,799</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>12,799</b>	<b>0</b>	<b>12,799</b>	<b>4,707</b>
<b>Funding Source</b>								
Rates & Other Untied Funding	(3,247)				(3,247)		(3,247)	(2,284)
Capital Grants & Contributions	(3,622)				(3,622)		(3,622)	-
Reserves:								
- External Restrictions/Reserves	(4,480)				(4,480)		(4,480)	(2,314)
- Internal Restrictions/Reserves	(1,450)				(1,450)		(1,450)	(109)
Other Contribution	-				-		-	-
Receipts from Sale of Assets	-				-		-	-
- Plant & Equipment	-				-		-	-
- Land & Buildings	-				-		-	-
<b>Total Capital Funding</b>	<b>(12,799)</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>(12,799)</b>	<b>0</b>	<b>(12,799)</b>	<b>(4,707)</b>
<b>Net Capital Funding - Surplus/(Deficit)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>

\* no capital variation required for this quarter

This statement forms part of Council's Quarterly Budget Review Statement (QBRs) for the quarter ended 31 December 2020 and should be read in conjunction with the total QBRs report

**Strathfield Municipal Council** **Quarterly Budget Review Statement**  
**Cash & Investments Budget Review Statement** **for the period 1 July to 31 December 2020**

Budget review for the quarter ended 31 December, 2020

**Cash & Investments - Consolidated Programs**

(\$000's)	Reserve		Approved Changes			Revised Budget 2020-21	Variations for this Dec Qtr	Projected Year End Result	Reserve YTD Balance
	Opening Balance	Budget Movement	Opening Bal Adjustment	Other than by QBRS	Sep QBRS				
<b>Externally Restricted <sup>(1)</sup></b>		<b>2020-21</b>							
Domestic Waste Management	2,820	(62)			(5)	2,753		2,753	2,820
Unexpended Grants	253	(1)				252		252	101
Section 94	12,352	8,431				20,783		20,783	14,785
Stormwater Management	555	156				711		711	555
Other Road Contribution	-					-		-	-
<b>Total Externally Restricted</b>	<b>15,980</b>	<b>8,524</b>	<b>-</b>	<b>-</b>	<b>(5)</b>	<b>24,499</b>	<b>0</b>	<b>24,499</b>	<b>18,261</b>
(1) Funds that must be spent for a specific purpose									
<b>Internally Restricted <sup>(2)</sup></b>									
Plant Replacement	1,130	(350)				780		780	1,130
ELE	1,285	100				1,385		1,385	1,285
Deposits	9,004					9,004		9,004	9,004
Adshel	270					270		270	270
Technology	174	(100)				74		74	169
Carryforwards	38					38		38	38
Future Major Expenditure	927	1,724				2,651		2,651	927
Parkscape Improvements	29					29		29	29
Risk Management	195					195		195	195
Election	229					229		229	260
Others	639					639		639	-
<b>Total Internally Restricted</b>	<b>13,919</b>	<b>1,374</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>15,294</b>	<b>-</b>	<b>15,294</b>	<b>13,307</b>
(2) Funds that Council has earmarked for a specific purpose									
<b>Unrestricted (i.e. available after the a</b>	<b>6,836</b>	<b>(917)</b>		<b>-</b>	<b>628</b>	<b>6,547</b>	<b>(603)</b>	<b>5,944</b>	<b>9,363</b>
<b>Total Cash &amp; Investments</b>	<b>36,735</b>	<b>8,981</b>	<b>-</b>	<b>-</b>	<b>623</b>	<b>46,339</b>	<b>(603)</b>	<b>45,736</b>	<b>40,931</b>

This statement forms part of Council's Quarterly Budget Review Statement (QBRS) for the quarter ended 31 December 2020 and should be read in conjunction with the total QBRS report



## Strathfield Municipal Council

Quarterly Budget Review Statement  
for the period 1 July to 31 December 2020

## Key Performance Indicators Budget Review Statement - Council specific KPI's

Budget review for the quarter ended 31 December, 2020

	Current Projection	Actuals	
	20/21	19/20	18/19

The Council monitors the following Key Performance Indicators:

**1. Unrestricted Current Ratio**

Current Assets less all External Restrictions	3.60	3.64	3.24
Current Liabilities less Specific Purpose Liabilities			

To assess the adequacy of unrestricted working capital and Council's ability to meet short term obligations as they fall due.

**2. Rates and Annual Charges Outstanding Ratio**

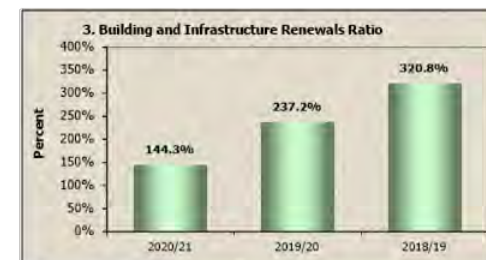
Rates, Annual & Extra Charges Outstanding	3.40%	3.36%	2.39%
Rates, Annual & Extra Charges Collectible			

Assesses the impact of uncollected rates and annual charges and the adequacy of recovery efforts.

**3. Building and Infrastructure Renewals Ratio**

Asset Renewals (Building and Infrastructure)	144.33%	237.19%	320.80%
Depreciation, Amortisation & Impairment			

To assess the rate at which these assets are being renewed relative to the rate at which they are depreciating.



This statement forms part of Council's Quarterly Budget Review Statement (QBR) for the quarter ended 31 December 2020 and should be read in conjunction with the total QBR report.



## Strathfield Municipal Council

Quarterly Budget Review Statement  
for the period 1 July to 31 December 2020

## Key Performance Indicators Budget Review Statement - Council specific KPI's

Budget review for the quarter ended 31 December, 2020

	Current Projection		Actuals
	20/21	19/20	18/19

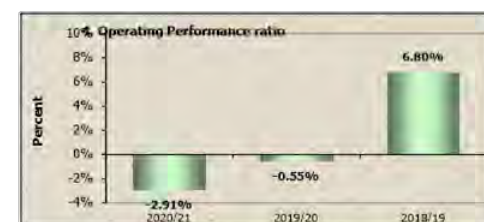
The Council monitors the following Key Performance Indicators:

**4. Operating Performance ratio**

Total Continuing Operating Revenue (excluding capital grants &amp; contributions less operating expense)

Total Continuing Operating Revenue (excluding capital grants & contributions)	-2.91%	-0.55%	6.80%
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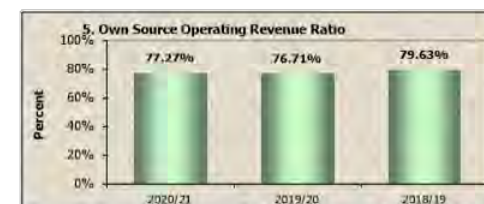
This ratio measures Council's achievement of containing operating expenditure within operating revenue.

**5. Own Source Operating Revenue Ratio**

Total continuing operating revenue (excluding all grants &amp; contributions)

Total continuing operating revenue	77.27%	76.71%	79.63%
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This ratio measures fiscal flexibility. It is the degree of reliance on external funding sources such as grants and contributions.



This statement forms part of Council's Quarterly Budget Review Statement (QBR) for the quarter ended 31 December 2020 and should be read in conjunction with the total QBR report.

**Strathfield Municipal Council****Quarterly Budget Review Statement**  
for the period 1 July to 31 December 2020**Consultancy & Legal Expenses Budget Review Statement**

<b>Consultancy &amp; Legal Expenses Overview</b>			
(\$000's)			
	<b>Actual</b>	<b>Budget</b>	<b>Budgeted</b>
Consultancies	317	492	Y
Legal Fees	257	771	Y

This statement forms part of Council's Quarterly Budget Review Statement (QBRs) for the quarter ended 31 December 2020 and should be read in conjunction with the total QBRs report

**CS3 INVESTMENT REPORT - NOVEMBER AND DECEMBER 2020**

**AUTHOR:** Francis Mangru, Executive Manager, Financial Services/Chief Financial Officer

**APPROVER:** Melinda Aitkenhead, Director Corporate & Financial Services

**RECOMMENDATION**

That the record of cash investments as at 30 November 2020 and 31 December 2020 be received and noted.

**PURPOSE OF REPORT**

To submit Council's record of cash investments as at 30 November 2020 and 31 December 2020 pursuant to Clause 212 of the *Local Government (General) Regulation 2005*.

**Investment Portfolio as at 30 November 2020**

Term Deposits	Rating	Investment Date	Maturity Date	Term (Days)	Interest Rate	Amount (\$)
AMP	A2	24/08/2020	22/02/2021	182	0.80%	1,000,000
AMP	A2	10/11/2020	10/05/2021	181	0.70%	3,000,000
AMP	A2	23/11/2020	24/05/2021	182	0.70%	1,000,000
Auswide	A2	10/06/2020	7/12/2020	180	1.20%	2,000,000
Bank of Queensland	A2	24/08/2020	21/01/2021	150	0.70%	3,000,000
Commonwealth Bank of Australia	A1+	29/09/2020	29/03/2021	181	0.65%	2,000,000
Commonwealth Bank of Australia	A1+	12/10/2020	9/02/2021	120	0.56%	2,000,000
Commonwealth Bank of Australia	A1+	28/10/2020	27/04/2021	181	0.53%	2,000,000
Commonwealth Bank of Australia	A1+	23/11/2020	24/05/2021	182	0.49%	2,000,000
ME Bank	A2	24/08/2020	22/12/2020	120	0.65%	2,000,000
ME Bank	A2	24/08/2020	22/12/2020	120	0.65%	2,000,000
National Bank	A1+	29/09/2020	27/01/2021	120	0.60%	2,000,000
						<b>\$24,000,000</b>

**Investment Report - November and December 2020 (Cont'd)**

<b>Call Accounts</b>	<b>Rating</b>	<b>Term</b>	<b>Interest Rate</b>	<b>Amount</b>
CBA General Fund	A1+	At Call	0.00%	2,592,881
CBA Business Online Saver	A1+	At Call	0.10%	1,955,758
AMP	A2	At Call	0.50%	4,114,452
TCorp IM Cash Fund	A1+	At Call	0.36%	2,006,208
Macquarie Bank	A1	At Call	0.45%	8,010,475
				<b>\$ 18,679,775</b>

**Total Investments****0.86%****\$ 42,679,775**

Below is a table showing the restrictions placed on the cash and investments held:

<b>Investments Represented by</b>	<b>as at 30 November 2020 (\$)</b>
<b>Externally Restricted Reserves</b>	
Domestic Waste Management	2,819,901
Unexpended Grants	101,001
Section 94	15,360,146
Stormwater Management	554,802
<b>Total Externally Restricted Reserves</b>	<b>18,835,850</b>
<b>Internally Restricted Reserves</b>	
Plant Replacement	1,129,614
ELE	1,285,159
Deposits	9,004,247
Adshel	270,000
Technology	174,434
Carry Forwards	37,621
Future Major Expenditure	926,570
Parkscape Improvements	29,000
Risk Management	195,362
Election	260,000
<b>Total Internally Restricted Reserves</b>	<b>13,312,007</b>
<b>Total Restricted Reserves</b>	<b>32,147,857</b>
Unrestricted	10,531,918
<b>Total Investments</b>	<b>\$42,679,775</b>

^ The amounts as at 30 November 2020 are subject to change given that the annual financial statements haven't been completed.

\* Unrestricted funds, whilst not subject to a restriction for a specific purpose, are fully committed via Council's adopted Operational Plan.

## Investment Report - November and December 2020 (Cont'd)

**Investment Portfolio as at 31 December 2020**

Term Deposits	Rating	Investment Date	Maturity Date	Term (Days)	Interest Rate	Amount (\$)
AMP	A2	24/08/2020	22/02/2021	182	0.80%	1,000,000
AMP	A2	10/11/2020	10/05/2021	181	0.70%	3,000,000
AMP	A2	23/11/2020	24/05/2021	182	0.70%	1,000,000
Auswide	A2	7/12/2020	9/03/2021	92	0.50%	2,000,000
Bank of Queensland	A2	24/08/2020	21/01/2021	150	0.70%	3,000,000
Commonwealth Bank of Australia	A1+	29/09/2020	29/03/2021	181	0.65%	2,000,000
Commonwealth Bank of Australia	A1+	12/10/2020	9/02/2021	120	0.56%	2,000,000
Commonwealth Bank of Australia	A1+	28/10/2020	27/04/2021	181	0.53%	2,000,000
Commonwealth Bank of Australia	A1+	23/11/2020	24/05/2021	182	0.49%	2,000,000
ME Bank	A2	22/12/2020	21/04/2021	120	0.45%	2,000,000
ME Bank	A2	22/12/2020	21/04/2021	120	0.45%	2,000,000
National Bank	A1+	29/09/2020	27/01/2021	120	0.60%	2,000,000
						<b>\$24,000,000</b>

Call Accounts	Rating	Term	Interest Rate	Amount
CBA General Fund	A1+	At Call	0.00%	637,931
CBA Business Online Saver	A1+	At Call	0.10%	655,758
AMP	A2	At Call	0.50%	4,116,228
TCorp IM Cash Fund	A1+	At Call	0.32%	2,006,541
Macquarie Bank	A1	At Call	0.45%	9,514,099
				<b>\$ 16,930,557</b>

**Total Investments****0.83%****\$ 40,930,557**

**Investment Report - November and December 2020 (Cont'd)**

Below is a table showing the restrictions placed on the cash and investments held:

<b>Investments Represented by</b>	<b>as at 31 December 2020 (\$)</b>
<b>Externally Restricted Reserves</b>	
Domestic Waste Management	2,819,901
Unexpended Grants	101,001
Section 94	14,785,421
Stormwater Management	554,802
<b>Total Externally Restricted Reserves</b>	<b>18,261,125</b>
<b>Internally Restricted Reserves</b>	
Plant Replacement	1,129,614
ELE	1,285,159
Deposits	9,004,247
Adshel	270,000
Technology	169,012
Carry Forwards	37,621
Future Major Expenditure	926,570
Parkscape Improvements	29,000
Risk Management	195,362
Election	260,000
<b>Total Internally Restricted Reserves</b>	<b>13,306,585</b>
<b>Total Restricted Reserves</b>	<b>31,567,710</b>
Unrestricted	9,362,847
<b>Total Investments</b>	<b>\$40,930,557</b>

On 3 November 2020, Reserve Bank of Australia elected to lower the cash rate by a further 15bp, taking it to a new low of 0.10% in addition to a package of measures:

- reduction in the interest rate of CBA Online Saver rate from 0.25% to 0.10%
- reduction in the interest rate of AMP Business Saver Account rate from 0.55% to 0.50%
- reduction in the interest rate of Macquarie Bank CMA Account rate from 0.80% to 0.45%

Council's investment portfolio has returned an average of 0.83% for December 2020, which is 0.81% above the 90 day BBSW benchmark of 0.02%.

Council has earned interest revenue totalling \$148,494 for the six months 31 December 2020, being 18.68% of the original projected budget.

**Investment Report - November and December 2020 (Cont'd)****Certification – Responsible Accounting Officer**

The Chief Financial Officer hereby certifies that the investments listed above have been made in accordance with Section 625 of the *Local Government Act 1993*, Clause 212 of the *Local Government (General) Regulation 2005* and Council's Investment Policy.

**FINANCIAL IMPLICATIONS**

There are no financial implications.

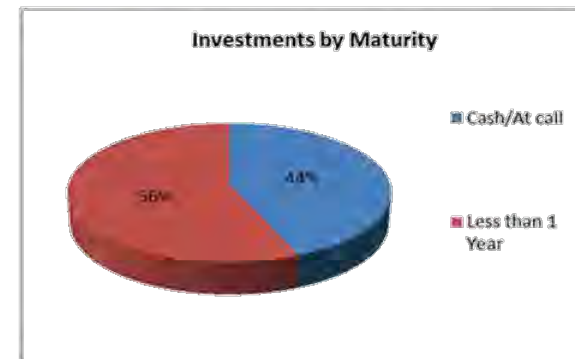
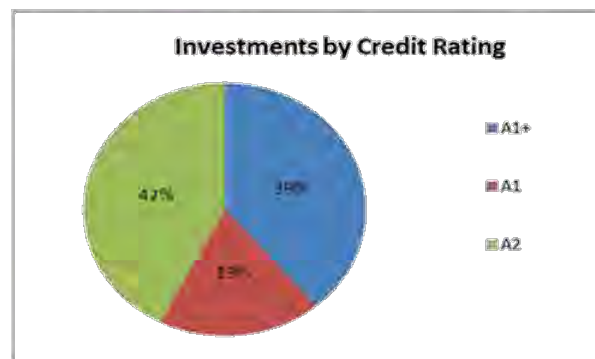
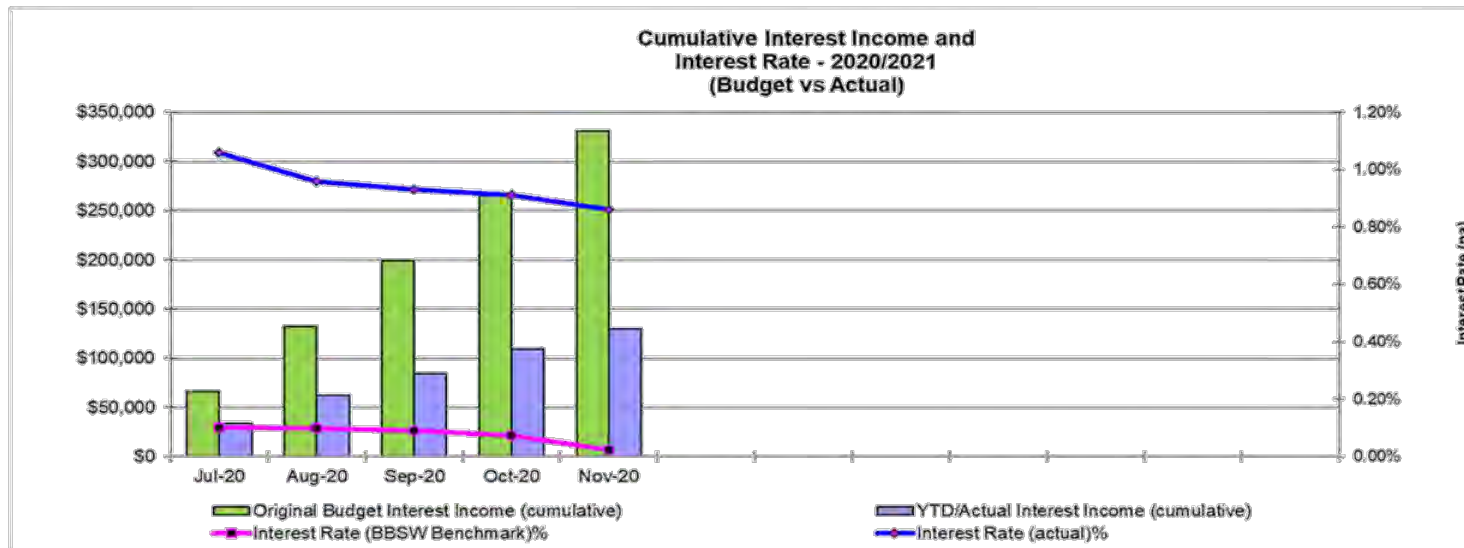
**ATTACHMENTS**

1. Investment Performance - November 2020
2. Investment Performance - December 2020

# ATTACHMENT 1



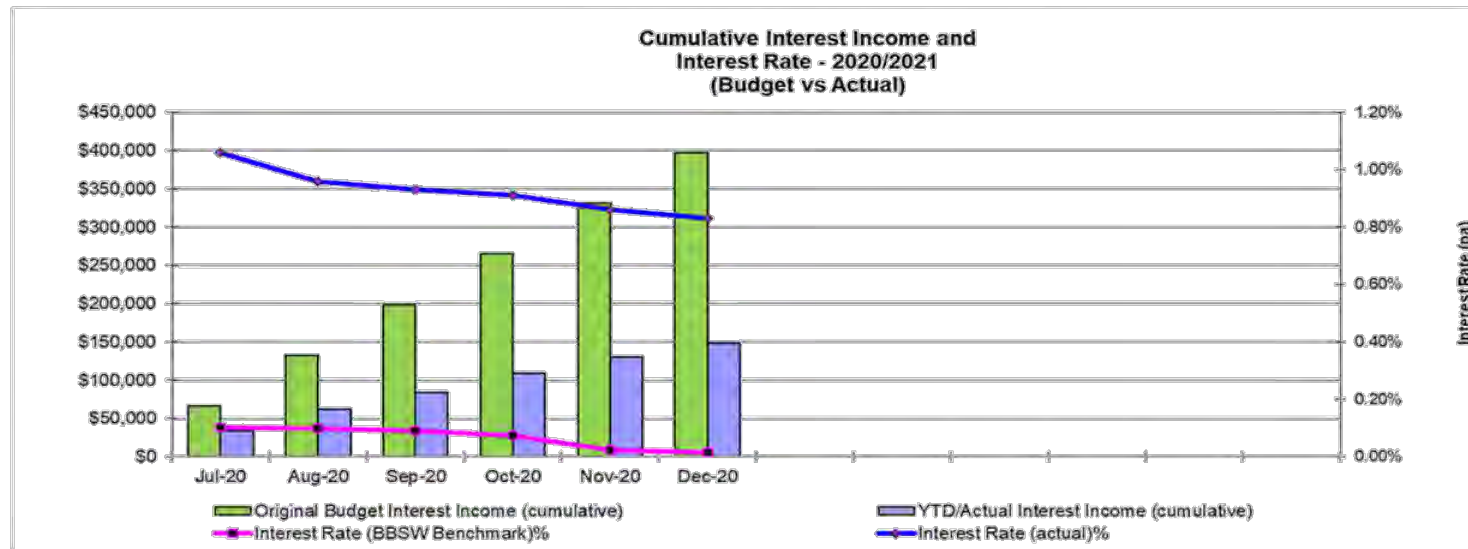
## INVESTMENTS - Nov 2020



Nov 2020 Investment Report - Attachment 1

## **ATTACHMENT 2**

## INVESTMENTS - Dec 2020



Nov 2020 Investment Report - Attachment 1

DEU1            **PLANNING PROPOSAL 2020/001 - 204 HUME HIGHWAY, CHULLORA (LOT 1 DP 547215)**

**AUTHOR:**        George Andonoski, Specialist Strategic Planner

**APPROVER:**    Stephen Clements, Deputy CEO and General Manager Planning,  
Environment and Urban Services

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## RECOMMENDATION

1. That Council note the recommendations of the Strathfield Local Planning Panel dated 3 December 2020 in relation to this matter as detailed below, noting that the Panel's recommendation is consistent with the assessing Officer's recommendation to support the proposal.
2. That Council endorse the Planning Proposal included at Attachment 3 which seeks to amend the SLEP 2012 by amending Schedule 1 – Additional Permitted Uses to include the following clause:
  4. Use of certain land at 204 Hume Highway, Chullora
    - (1) This clause applies to land at 204 Hume Highway, Chullora as identified as "Item 4" on the *Additional Permitted Uses Map*.
    - (2) Development for the purposes of **highway service centre** is permitted with development consent.
3. That the Planning Proposal be forwarded to the Department of Planning, Industry & Environment with a request for a gateway determination.
4. That Council advise the Department of Planning, Industry and Environment that the CEO will be exercising the plan making delegations for this Planning Proposal as authorised by Council.

## PURPOSE OF REPORT

The purpose of this report is to seek Council's endorsement of the Strathfield Local Planning Panel's (SLPP) recommendation on the Planning Proposal for 204 Hume Highway, Chullora.

The proposals seeks to amend Schedule 1 of the Strathfield Local Environmental Plan (SLEP) 2012 by including "**highway service centre**" as an additional permitted use for the subject site.

The SLPP, at its meeting on 3 December 2020, resolved to support the Planning Proposal to proceed to the Department of Planning, Industry and Environment for a Gateway Determination.

## REPORT

### Background

On 1 October 2019, the applicant, Tfa Project Group, on behalf of the landowner, Sydney Fuels Pty Ltd, lodged a Planning Proposal with Strathfield Council for land at 204 Hume Highway, Chullora.

**Planning Proposal 2020/001 - 204 Hume Highway, Chullora (Lot 1 DP 547215) (Cont'd)**

The site is located across two (2) Council areas with the majority located in Strathfield Local Government Area (approximately 85%) and the remainder in Canterbury-Bankstown Local Government Area.

The amendment would facilitate redevelopment of the site for the purpose of a *highway service centre*.

The Planning Proposal was reported to the Strathfield Local Planning Panel on 3 December 2020 seeking endorsement of the Planning Proposal for Gateway Determination. See Attachment 1 for SLPP report and Attachment 2 for the minutes to SLPP meeting.

**Site**

The subject site is located on the northern side of the Hume Highway with a frontage of approximately 108m to the Hume Highway. The site has an area of approximately 3,962m<sup>2</sup>. The site is relatively flat. A locality plan is provided at **Figure 1**.



**Figure 1.** Aerial locality plan. The area shown in yellow is the portion of the site located in Canterbury-Bankstown LGA (Source: SIX Maps).

The site has only one road frontage. There is no secondary access. Vehicular access to the site is from the Hume Highway.

The site is currently used as car sales yard.



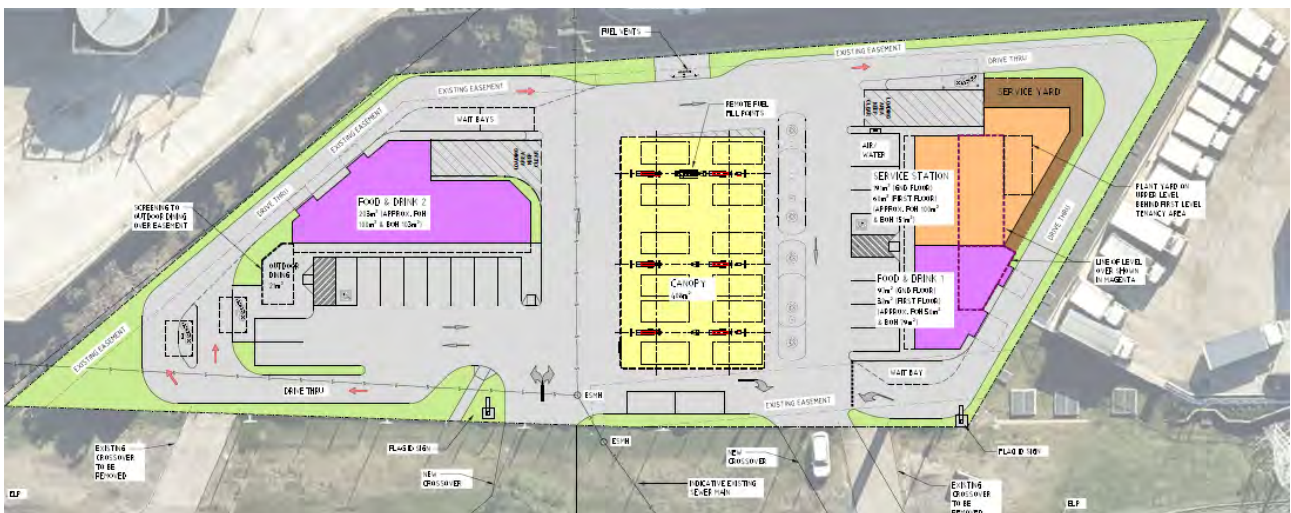
## Planning Proposal

The site is zoned IN1 General Industrial. Development for the purpose of a ‘*service station*’, and ‘*food and drink premises*’ (excluding takeaway) is currently prohibited. Development for the purpose of a ‘*take away food and drink premises*’ is permitted.

**highway service centre** means a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following -

- (a) *a restaurant or cafe,*
- (b) *take away food and drink premises,*
- (c) *service stations and facilities for emergency vehicle towing and repairs,*
- (d) *parking for vehicles,*
- (e) *rest areas and public amenities*

- Service station including covered refuelling forecourt with 6 refuelling dispensers (12 filling positions) and 2 x underground double-walled petroleum storage dispensers of unknown volume), and ancillary retail
- Building 2: Food and drink premises including 65m<sup>2</sup> dining (indoor/outdoor) area + car parking + separate loading area + drive-through facilities
- Building 1: 2-level food and drink premises attached to service station retail including 45m<sup>2</sup> dining area + drive-through facilities + separate loading area
- No physical separation between the uses



**Figure 2.** Concept site plan prepared by TfA Project Group.

**Planning Proposal 2020/001 - 204 Hume Highway, Chullora (Lot 1 DP 547215) (Cont'd)****CONCLUSION**

The Planning Proposal for 204 Hume Highway, Chullora seeks to amend the Strathfield Local Environment Plan 2012 by amending Schedule 1 to include the following additional permitted uses "highway service centre" for the subject site.

The Planning Proposal has considered all the relevant strategies and is considered to be consistent with the strategic context for the Strathfield Local Government Area. Council planning staff have undertaken an assessment of the Planning Proposal and are satisfied that there is adequate justification to support the request.

Should a Gateway determination be issued to proceed, clause 3.34 of the EP&A Act requires the Relevant Planning Authority (RPA) to consult with the community in accordance with the Gateway Determination.

It is therefore anticipated that the Planning Proposal would be required to be publicly exhibited for 28 days in accordance with the requirements of the DPE guidelines - *A Guide to Preparing Local Environmental Plans* and dependent on the outcome of the Gateway determination.

The public exhibition would be undertaken by Council by way of:

- A public notice on the Council website
- Notification of adjoining Council's and relevant public authorities

The Planning Proposal would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

**FINANCIAL IMPLICATIONS**

There are no financial implications.

**ATTACHMENTS**

1. Planning Proposal Report to SLPP - 3 December 2020
2. SLPP Minutes - 3 December 2020
3. Planning Proposal - 204 Hume Highway, Chullora
4. Planning Proposal - Conceptual Drawings
5. Planning Proposal - Traffic Report

# ATTACHMENT 1





STRATHFIELD LOCAL PLANNING PANEL MEETING  
3 DECEMBER 2020

**TO:** Strathfield Local Planning Panel Meeting - 3 December 2020  
**REPORT:** SLPP – Report No. 44  
**SUBJECT:** 204 HUME HIGHWAY, CHULLORA - LOT 1 DP 547215  
**DA NO.** PLANNING PROPOSAL 2020/1

#### SUMMARY

**Proposal:** Pre-Gateway: Planning proposal to amend Schedule 1 of Strathfield Local Environmental Plan (SLEP) 2012 to permit a highway service centre as an additional permitted use on land at 204 Hume Highway, Chullora.

**Site address:** 204 Hume Highway, Chullora

**Description of land:** Lot 1 DP 547215

**LEP to be amended:** Strathfield LEP 2012

**Application lodged with Council:** 1 October 2020

**Applicant:** Tfa Project Group

**Owner:** Sydney Fuels Pty Ltd

**Author:** Ms P Frecklington

**Zoning:** IN1 General

**Political donations:** Nil

**Recommendation:** Endorse the Planning Proposal for Gateway determination

#### PURPOSE

The purpose of this Report is to seek advice from the Strathfield Local Planning Panel on a planning proposal for land at 204 Hume Highway, Chullora for the purposes of seeking a Gateway determination from the Department of Planning, Industry and Environment.

#### RECOMMENDATION

That the Strathfield Local Planning Panel consider the following recommendation in its advice to Council:

- (a) That Council endorse the Planning Proposal for the purpose of seeking a Gateway determination from the Department of Planning, Industry and Environment (DPIE) for land at 204 Hume Highway, Chullora which seeks to amend Schedule 1 of the *SLEP 2012* to permit a *highway service centre* as an additional permitted land use to facilitate a highway service centre.
- (b) That the Planning Proposal be forwarded to the DPIE for a Gateway determination.

#### BACKGROUND

1. On 1 October 2019, the applicant, Tfa Project Group, on behalf of the landowner, Sydney Fuels Pty Ltd, lodged a Planning Proposal with Strathfield Council for land at 204 Hume Highway, Chullora.

## STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

## 204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)

2. The site is located across two (2) Council areas with the majority located in Strathfield local government area (approximately 85%) and the remainder in Canterbury-Bankstown local government area.
3. The amendment would facilitate redevelopment of the site for the purpose of a *highway service centre*.

## SITE

4. The subject site is located on the northern side of the Hume Highway with a frontage of approximately 108m to the Hume Highway. The site has an area of approximately 3,962m<sup>2</sup>. The site is relatively flat. A locality plan is provided at **Figure 1**.



**Figure 1.** Aerial locality plan. The area shown in yellow is the portion of the site located in Canterbury-Bankstown LAG (Source: SIX Maps).

5. The site has only one road frontage. There is no secondary access. Vehicular access to the site is from the Hume Highway.
6. The site is currently used as car sales yard (refer **Figure 2**).

## STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)



**Figure 2.** Existing development on the site.

7. The site is surrounded by an Australia Post warehousing and distribution facility to the west, Kennards self-storage warehouse to the immediate rear and east of the site, and USG Boral – Sud and Track warehouse and distribution centre fronting Worth Street to the rear of Kennards.

## CURRENT PLANNING CONTROLS

8. The subject site is zoned IN1 General Industrial under Strathfield LEP 2012 and Bankstown LEP 2015 as shown in **Figure 3**



**Figure 3.** Zoning Map, Bankstown LEP 2015 and Strathfield LEP 2012.



## STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

## 204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)

9. The portion of the site within Strathfield LGA has a height limit of 12m under the Height of Building (HOB) map as shown in **Figure 4**. There is no applicable height control under Bankstown LEP 2015.



**Figure 4.** Height of Buildings Map, Strathfield LEP 2012.

10. The site currently has a floor space ratio of 1:1 under the Floor Space Ratio (FSR) Maps as shown as **Figure 5**.

## STRATHFIELD LOCAL PLANNING PANEL MEETING

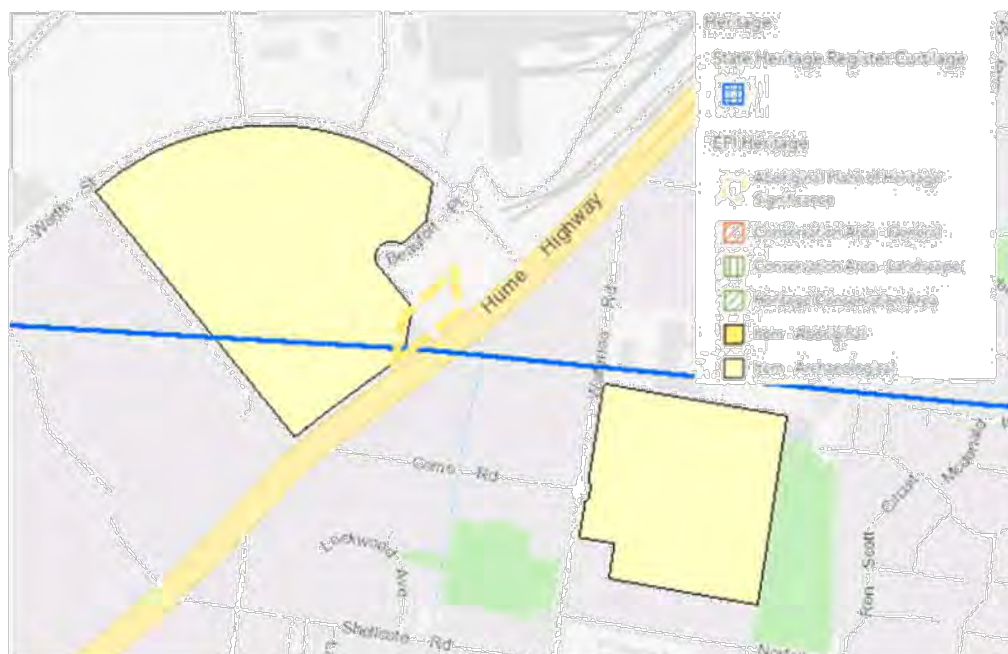
3 DECEMBER 2020

204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)



Figure 5. Floor Space Ratio Map, Strathfield LEP 2012, and Bankstown LEP 2015.

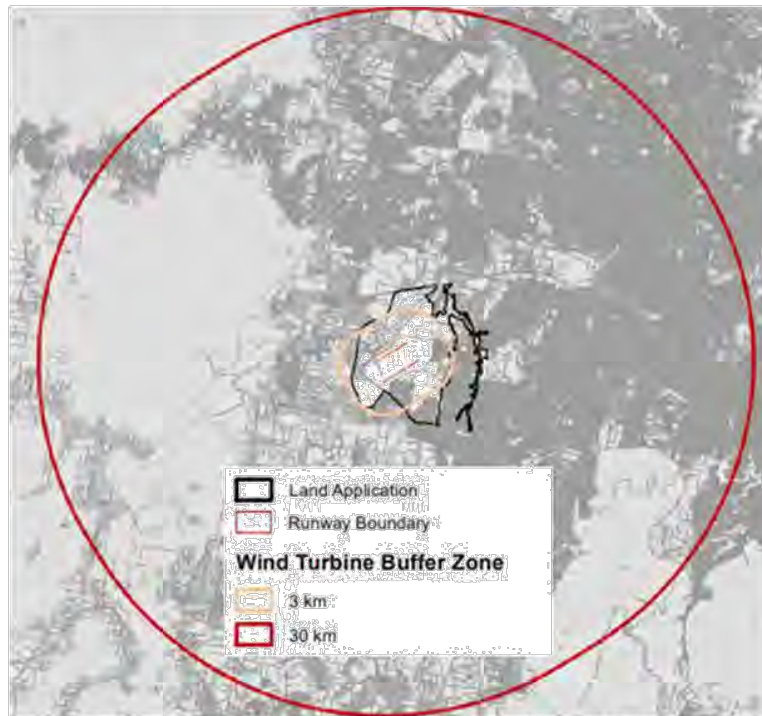
11. A state-heritage listed *pressure tunnel and shafts* (Listing No. 01630) traverses the south-western corner of the site. The portion of the site within Canterbury-Bankstown LGA is also affected by a local heritage listing of Archaeological significance (Item A2 under Schedule 5 of Bankstown LEP 2015). This is shown at Figure 6.



204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)

**Figure 6.** *Heritage Map, Bankstown LEP 2015.*

12. The site is identified as being within a 30km wind turbine buffer zone on the Wind Turbine Buffer Zone Map under SEPP (Western Sydney Aerotropolis) 2020 as shown at **Figure 7.**



**Figure 7.** *Wind Turbine Buffer Zone Map, SEPP (Western Sydney Aerotropolis) 2020*

#### PLANNING PROPOSAL

13. The submitted Planning Proposal seeks to amend Schedule 1 of SLEP 2012 to permit a 'highway service centre' as an additional use on the site. A copy of the Planning Proposal submission is attached as **Annexure 1.**
14. The site is zoned IN1 General Industrial. Development for the purpose of a 'service station', and 'food and drink premises' (excluding takeaway) is currently prohibited. Development for the purpose of a 'take away food and drink premises' is permitted.
15. The definition of a 'highway service centre' under the standard LEP instrument is as follows:

**highway service centre** means a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following -

- (a) a restaurant or cafe,
- (b) take away food and drink premises,
- (c) service stations and facilities for emergency vehicle towing and repairs,
- (d) parking for vehicles,
- (e) rest areas and public amenities



## STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)

16. The concept proposal falls under the definition of a *highway service centre* and is attached as **Annexure 2**. The concept site plan is shown at **Figure 8** and includes the following:

- Service station including covered refuelling forecourt with 6 refuelling dispensers (12 filling positions) and 2 x underground double-walled petroleum storage dispensers of unknown volume), and ancillary retail
- Building 2: Food and drink premises including 65m<sup>2</sup> dining (indoor/outdoor) area + car parking + separate loading area + drive-through facilities
- Building 1: 2-level food and drink premises attached to service station retail including 45m<sup>2</sup> dining area + drive-through facilities + separate loading area
- No physical separation between the uses.



**Figure 8.** Concept site plan prepared by TFA Project Group.

## LOCAL AND STRATEGIC PLANNING CONTEXT

## State

17. The Planning Proposal is consistent with the relevant state policies and planning strategies including *Greater Sydney Region Plan - A Metropolis of Three Cities* (2018), the *Eastern City District Plan* (2018), State Environmental Planning Policies (SEPPs) and relevant Ministerial Directions under Clause 9.1 of the *Environmental Planning and Assessment Act 1979*.

## Regional / District

18. Strathfield LGA falls within the area covered by the Eastern City District Plan (2018). Canterbury-Bankstown LGA falls under the South District Plan (2018). There are no inconsistencies in the plans regarding the classification of the site as 'industrial and urban services land'. As most of the site is in Strathfield LGA, only the Eastern City District Plan (ECDP) is considered below.

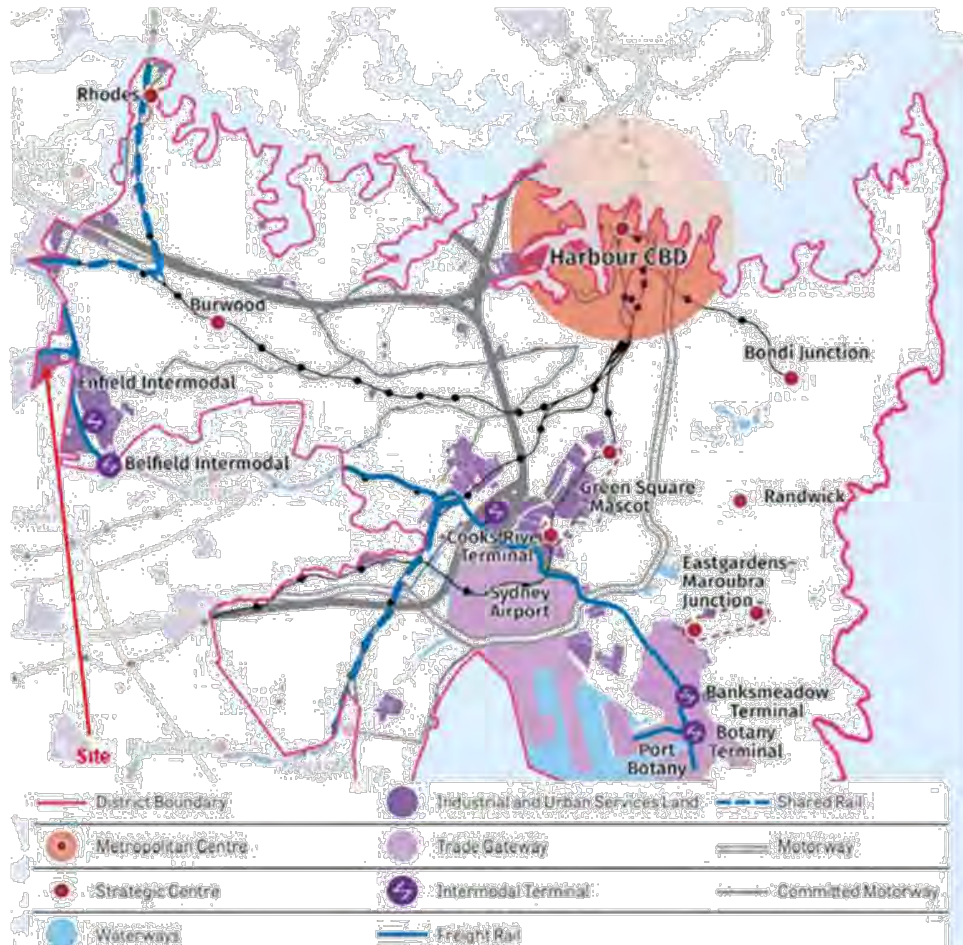
Eastern City District Plan (ECDP)

19. The site of the Planning proposal is located on a committed highway within the Eastern City District Plan's mapped industrial and urban services supply land as shown at **Figure 9**.

## STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

## 204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)



**Figure 9.** Eastern City District industrial and urban services land and freight assets, Eastern City District Plan. The portion of the site that encroaches the precinct boundary falls within the South District Plan (2018).

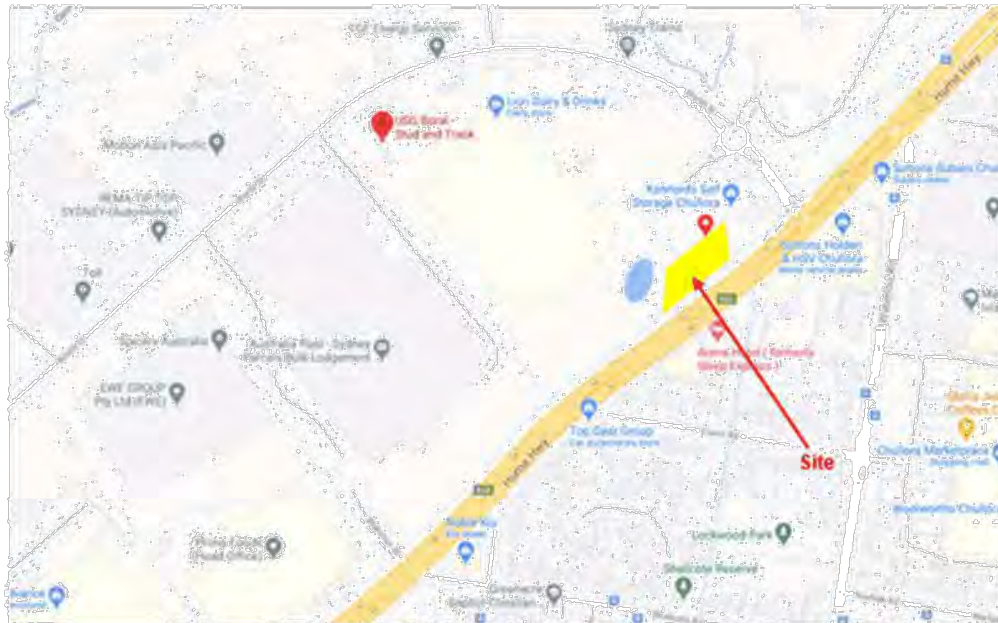
20. Priority E12 under the ECDP seeks to retain and manage industrial and urban services. The site is not currently used for industrial purposes and has been operating as a car sales yard for over 10 years.
21. The loss of *potential* industrial land is a relevant consideration. The size of the subject land and single access from Hume Highway would be a constraint to supply industrial land. The immediate surrounding sites zoned IN1 Industrial are better suited to deliver industrial land due to their larger lot sizes and dual frontages to permit freight and logistic services to support warehousing and distribution centres, and other industrial activities. Refer Figure 10.
22. The Planning Proposal would facilitate delivery of a better use for the site that would provide urban services to support the surrounding area, consistent with the ECDP.



## STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

## 204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)



**Figure 10.** Existing bulk-goods, warehousing, and distribution centres in the surrounding area (Source: Google maps).

23. Planning Priority E17 under the ECDP seeks to provide tree canopy along the Hume Highway. This matter can be addressed at the DA stage.
24. The Planning Proposal is therefore consistent with the City Eastern City District Plan (2018).

#### Local

25. The *Strathfield 2040 Local Strategic Planning Statement March 2020* (LSPS) sets the strategic direction for Strathfield for the next 20 years and responds to broader priorities identified in the ECDP in conjunction with Council's Community Strategic Plan. The Strathfield overall structure plan is shown at **Figure 11**.

## STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)



Figure 11. Strathfield Overall Structure Plan, Strathfield 2040 LSPS.

26. The Planning Proposal does not exhibit any inconsistency with the LSPS. In particular, the Planning Proposal is consistent with Planning Priority P10 of the LSPS that seeks to ensure that industrial land and precincts “deliver District and local urban services...”.

## STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

## 204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)

**ASSESSMENT OF KEY ISSUES**

27. The following section provides an analysis of the key issues associated with the Planning Proposal.

**INFRASTRUCTURE**

28. A Traffic Impact Assessment prepared by *The Transport Planning Partnership* (09/2020) was submitted with the Planning Proposal and is attached as **Annexure 3**. Council's Traffic Engineer has raised no objections to the planning proposal and concept development scheme for a highway service centre. Hume Highway is classified as state road which is under TfNSW control. TfNSW advised Council that comments were not required at the Planning Proposal stage.
29. The site is serviced by essential services and utilities including stormwater, telecommunications, sewer, water, and electricity.
30. Council is not aware of any significant changes/upgrades proposed to Hume Highway that would impact on the Planning Proposal. No infrastructure upgrades are necessary to support the proposal. Council's Traffic Engineer notes that based on the SIDRA analyses in the Traffic Report, key intersections along Hume Highway at Muir Road, Sherman Street and Worth Street indicate in the current year 2020 and 10-year horizon of 2030, that the concept development would not generate unacceptable impacts on the surrounding road network.

**ENVIRONMENTAL**

31. The land is identified as Class 5 on the Acid Sulfate Soils Map, SLEP 2012. The site is not identified as environmentally sensitive land, bushfire prone land or flood prone land, and is not subject to landslide risk. A preliminary contamination assessment has not been undertaken at the Planning Proposal stage. This matter can be further considered and appropriately addressed at the development application stage, and is not required to support the strategic merit of the site.
32. The highway service centre is potentially hazardous due to the nature of the materials stored on the site. It is therefore considered appropriate that the Environment Protection Authority (EPA) is consulted at the exhibition stage to confirm the suitability of the site for the proposed development.
33. Run-off from the service station forecourt can be addressed at the DA stage including referral to the Office of Water.
34. There is no existing vegetation on the site. As such, there are no flora and fauna impacts.
35. The environmental health impacts associated with the food and drink premises can be addressed at the development application stage.
36. There are no environmental impediments to the Planning Proposal.

**SOCIAL AND ECONOMIC**

37. The proposal identifies a number of positive social and economic impacts including the creation of employment opportunities once the highway service centre is constructed, and improved services to surrounding industrial land to support their on-going viability.
38. Social benefits include improved goods and services to meet the day to day needs of the surrounding area.

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STRATHFIELD LOCAL PLANNING PANEL MEETING3 DECEMBER 2020

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## 204 Hume Highway, Chullora - Lot 1 DP 547215 (Cont'd)

39. An economic study has not been prepared but is not considered necessary to demonstrate the strategic merit of the site for the Planning Proposal.

**CONSULTATION****Community**

40. No public consultation has been undertaken.
41. The Planning Proposal was notified on Council's website only.
42. The standard 28-day community consultation period is proposed for the development. This is considered appropriate.

**Agencies**

43. It is recommended that consultation be undertaken with the following agencies as a condition of the Gateway determination:
- Transport for NSW (TfNSW)
  - Environment Protection Authority (EPA)

**TIME FRAME**

44. A 5-month timeframe has been proposed. Due to the level of consultation that is required with State agencies, a 9-month time frame is considered more appropriate.

**LOCAL PLAN-MAKING AUTHORITY**

45. As the proposal is consistent with the State, regional and local planning framework, it is considered appropriate that Council be provided authorisation to act as the local plan-making authority for this matter.

**CONCLUSION**

46. The proposal is consistent with the State, regional and local planning framework and has demonstrated strategic planning merit to proceed to a Gateway determination.



STRATHFIELD LOCAL PLANNING PANEL MEETING  
3 DECEMBER 2020

**RECOMMENDATION**

That the Strathfield Local Planning Panel consider the following recommendation in its advice to Council:

- (c) **That** Council endorse the Planning Proposal for the purpose of seeking a Gateway determination from the Department of Planning, Industry and Environment (DPIE) for land at 204 Hume Highway, Chullora which seeks to amend Schedule 1 of the *SLEP 2012* to permit a *highway service centre* as an additional permitted land use to facilitate a highway service centre.
- (d) **That** the Planning Proposal be forwarded to the DPIE for a Gateway determination.

**ATTACHMENTS**

- 1. Annexure 1 - Planning Proposal Report
- 2. Annexure 2 - Conceptual Plans
- 3. Annexure 3 - Traffic Report

# ATTACHMENT 2

STRATHFIELD LOCAL PLANNING PANEL MEETING

3 DECEMBER 2020

**MINUTES**

**TO:** Strathfield Local Planning Panel Meeting - 3 December 2020  
**REPORT:** SLPP – Report No. 44  
**SUBJECT:** 204 HUME HIGHWAY, CHULLORA - LOT 1 DP 547215  
**DA NO.** PLANNING PROPOSAL 2020/1

**RECOMMENDATION**

That the Strathfield Local Planning Panel consider the following recommendation in its advice to Council:

- (c) **That** Council endorse the Planning Proposal for the purpose of seeking a Gateway determination from the Department of Planning, Industry and Environment (DPIE) for land at 204 Hume Highway, Chullora which seeks to amend Schedule 1 of the *SLEP 2012* to permit a *highway service centre* as an additional permitted land use to facilitate a highway service centre.
- (d) **That** the Planning Proposal be forwarded to the DPIE for a Gateway determination.

**RESOLUTION**

The panel agrees with the recommendation of the report

**FOR:** Paul Stein, Susan Hoble, Ian Stapleton, Gabrielle Morrish, Jennifer Inglis

**AGAINST:** NIL

\*\*\*\* End Minutes - Report No. 44\*\*\*\*

# ATTACHMENT 3



# PLANNING PROPOSAL REPORT

SYDNEY FUELS - CHULLORA

PROPOSED ADDENDUM TO STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2012 TO ENABLE A  
'HIGHWAY SERVICE CENTRE'



CREATE • PLAN • DELIVER

PROJECT MANAGERS | PLANNERS | DESIGNERS | ENGINEERS

CREATE • PLAN • DELIVER

**PLANNING PROPOSAL REPORT**

Sydney Fuels - Chullora

Proposed addendum to Strathfield Local Environmental Plan 2012 to enable a 'highway service centre'

**CLIENT:** Sydney Fuels Pty Ltd (Sydney Fuels)**ADDRESS:** 204 Hume Hwy, Chullora NSW 2190**TFA REFERENCE:** 20196**TFA CONTACT:** Damien Mackay**Document Control**

REVISION	DATE	PREPARED BY	REVIEWED BY	COMMENTS
<b>D</b>	25-Sept-2020	D. Mackay	J. Rowell	Amended
<b>E</b>	24-Nov-2020	D. Mackay	J. Rowell	Updated Use Definition

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**BRISBANE  
(HEAD OFFICE)**  
166 Knapp Street  
Fortitude Valley QLD 4006

H/O Phone: +61 7 3854 2900  
Fax: +61 7 3854 2999

**SYDNEY**  
Suite 315  
33 Lexington Drive  
Bella Vista NSW 2153

NSW Phone: +61 2 8814 5219  
Australia Wide: 1300 794 300

**MELBOURNE**  
Suite 1401  
401 Docklands Drive  
Docklands VIC 3008

VIC Phone: +61 3 8640 0206  
Website: www.tfa.com.au

**PERTH**  
Level 3  
1060 Hay Street  
West Perth WA 6005

WA Phone: +61 8 9480 0430  
ABN: 94 612 132 233

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20196 – Sydney Fuels Chullora  
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24/11/2020

3

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## EXECUTIVE SUMMARY

## Applicant

<b>Applicant Details</b>	Sydney Fuels Pty Ltd
<b>Contact Details</b>	C/- Damien Mackay (Town Planner) TfA Project Group 166 Knapp Street FORTITUDE VALLEY QLD 4006

## Site

<b>Site Address</b>	204 Hume Hwy, Chullora NSW 2190
<b>Site Details</b>	Lot 1 DP547215
<b>Site Area</b>	3,962m2 (Approx.)
<b>Current Land Use</b>	Car sales yard

## Proposal

<b>Proposal Description</b>	Proposed addendum to Strathfield Local Environmental Plan 2012 to enable a 'highway service centre'
<b>Application Type</b>	Planning Proposal (enabling clause to Schedule 1 of LEP)

## Local Government Policy

<b>Assessing Authority</b>	Strathfield Council
<b>Local Planning Instrument</b>	<i>Strathfield Local Environmental Plan 2012 (SLEP 2012)</i>
<b>Zone / Precinct</b>	IN – General Industry
<b>Planning Strategies / Studies</b>	<ul style="list-style-type: none"> <li>• A Metropolis of Three Cities – A Greater Sydney Region Plan</li> <li>• Eastern City District Plan Greater</li> <li>• Local Strategic Planning Statement, Strathfield 2040</li> </ul>

## State Government Policy

<b>Relevant State Agencies</b>	<ul style="list-style-type: none"> <li>• Department of Planning &amp; Environment</li> <li>• Transport for NSW (the Hume Highway = State Road)</li> </ul>
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## 1.0 INTRODUCTION

This Planning Proposal report has been prepared by TFA Project Group (TFA) on behalf of Sydney Fuels Pty Ltd (the applicant) and involves a request to the Strathfield Council (the council) for the proposed addendum to the Strathfield Local Environmental Plan 2012 (the LEP) to enable a 'highway service centre' over land located at 204 Hume Hwy, Chullora NSW 2190 and more formally described as Lot 1 DP547215.

The Planning Proposal has been prepared in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant Department of Planning Guidelines including A Guide to Preparing Local Environmental Plans and A Guide to Preparing Planning Proposals.

The planning proposal is accompanied by the following consultant reports / documentation:

- Appendix A: Conceptual Drawings
- Appendix B: Traffic Impact Assessment Report prepared by TTPP

To assist in Council's development of the planning proposal, this planning proposal covers the following matters:

- Section 2: a site description including site characteristics and the context of the surrounding area;
- Section 3: a description of the proposed development and details of relevant site history; and
- Section 4: an assessment of the proposal against the relevant statutory provisions and guidelines



## 2.0 THE SITE

### 2.1 Site and Surrounding Area Description

The subject site area comprises Lot 1 DP547215, and is approximately 3,962m<sup>2</sup> in area and is relatively flat in nature. The site currently supports a car sales yard. The site is located across two Council areas including the Strathfield local government area (approx. 85%) and the Canterbury-Bankstown local government area (approx. 15%).

The subject site has frontages of approximately 108m on the Hume Highway. The site is currently accessed via the Hume Highway. This section of the Hume Highway has a speed limit of 70kmph.

Please refer to aerial view in Figure 1 below as well as street view photography in Figure 2 and Figure 3.



Figure 1: Aerial View (Source: SIX Maps)



Figure 2: Site appearance from the Hume Hwy (Source: Google)



Figure 3: Site appearance from the Hume Hwy (Source: Google)

## 2.2 Services and Utilities

The subject site is adjacent to an estate to the north and the following services and utilities are available either along the site frontage or within close proximity to the site:



- Telecommunications;
- Stormwater;
- Sewer;
- Water; and
- Electricity.

### 2.3 Existing Site Zoning (Strathfield Council)

The site is zoned IN1 – General Industrial (under the Strathfield Local Environmental Plan 2012). The Land Use Table under the Strathfield Local Environmental Plan 2012 for IN1 zone is as below:

#### 1 Objectives of zone

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To minimise fragmentation of valuable industrial land, and provide large sites for integrated and large floorplate activities.

#### 2 Permitted without consent

*Nil*

#### 3 Permitted with consent

*Agricultural produce industries; Animal boarding or training establishments; Boat building and repair facilities; Car parks; Depots; Environmental protection works; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Oyster aquaculture; Places of public worship; Plant nurseries; Recreation areas; Roads; Sex services premises; Signage; Storage premises; Take away food and drink premises; Tank-based aquaculture; Timber yards; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Wholesale supplies*

#### 4 Prohibited

*Pond-based aquaculture; Any other development not specified in item 2 or 3*

Refer to Figure 4 below for an extract of the relevant zone map in relation to the site.

Zone	
	Local Centre
	Mixed Use
	National Parks and Nature Reserves
	Environmental Management
	General Industrial
	Light Industrial
	General Residential
	Large Lot Residential
	Public Recreation
	Private Recreation
	Primary Production
	Forestry
	Primary Production Small Lots
	Village
	Special Activities
	Infrastructure



Figure 4: Zone map extract (source: Strathfield LEP 2012)

## 2.4 Reduction of Industrial Zoned Land

When considering the reduction of industrial zoned land, it is observed that the existing premises has been operating as an automated retail development for over ten years. Therefore, the proposal would not involve the loss of a current operating industrial land use.

When observing the subject site in context of wider industrial zoned land, it is evident that the surrounding development lot sizes are substantially larger than the proposed site (as shown in Figure 5). These industrial lots predominately support large-scale industrial uses including manufacturing warehouses and construction activities. These large-scale developments require vast amount of land to undertake their operations while providing suitable amount of staff parking. When considering the industrial viability of the site, the lot size does not reflect the industrial scale and nature of the existing industrial developments typically found within the Chullora vicinity= moreover, the lot would be of a size and layout that better suits business and commercial uses.

Further, when considering availability of existing lots, observations can be made of the vacant and / or underutilised parcels of land zoned as industrial in the area. These lots would be able to support future industrial growth in the area.

Refer Figure 6 below which depicts the large building footprints of the industrial scale development in the context of the subject site and pockets of underutilised industrial-zoned land.

Notwithstanding, the use proposed is still valued as valid supporting / ancillary use to support the surrounding industrial community providing additional convenience and direct support to both employees within this area and servicing the wider travelling public. Given the overall scale of the Chullora industrial zoned land, the availability of these supporting uses and essential services within proximity to the industrial workers is crucial to ensure their needs day-to-day needs are met. The proposal is considered to further support this Chullora industrial area.



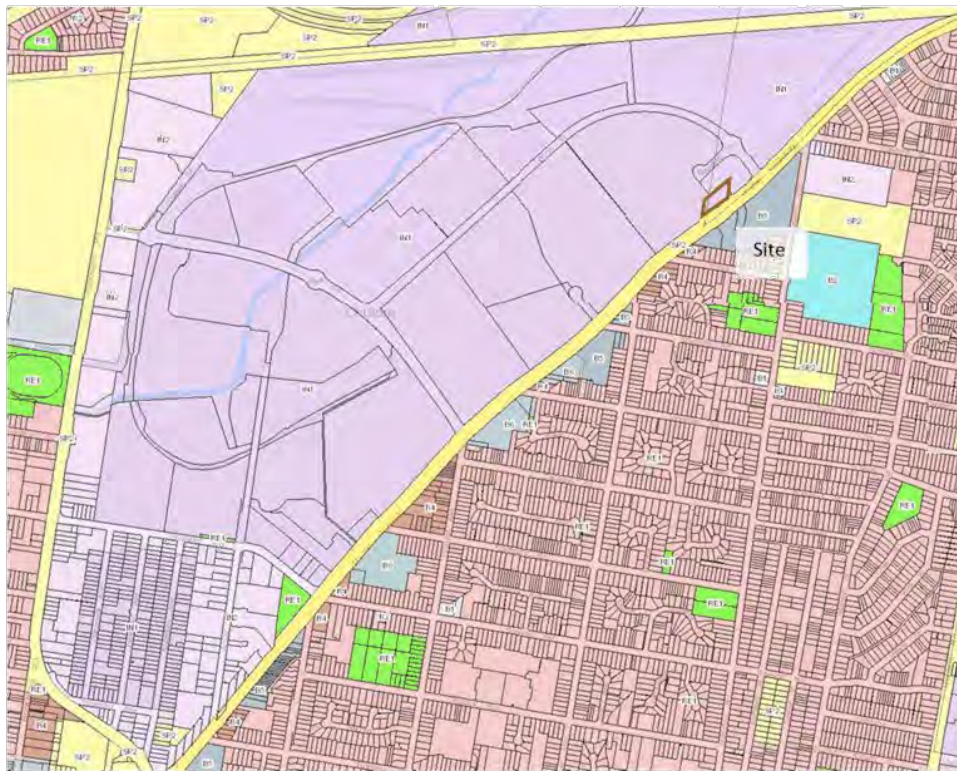


Figure 5: Overview zone map extract (source: Strathfield LEP 2012)

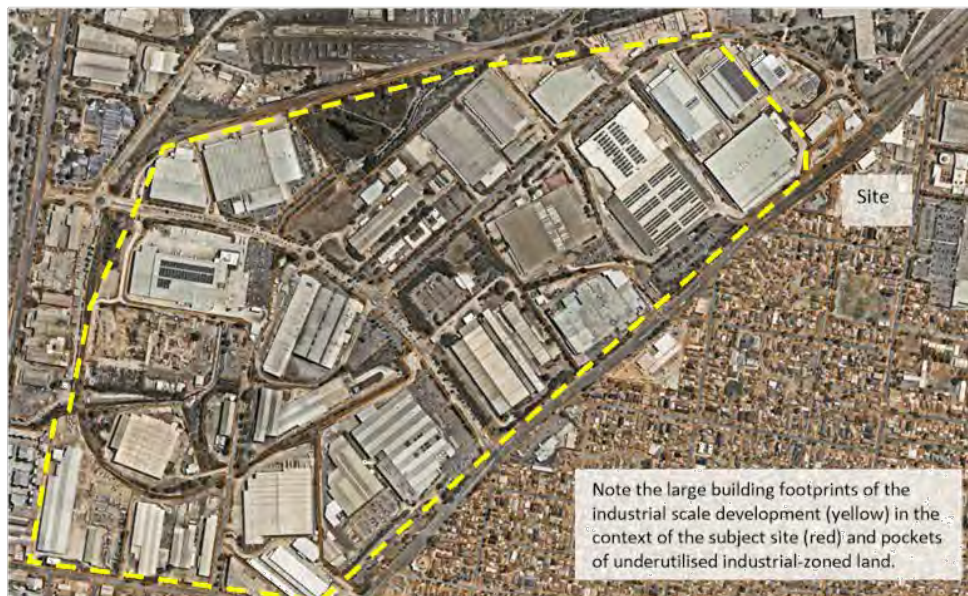


Figure 6: Overview aerial – large building footprints (source: Nearmaps)

### 3.0 INDICATIVE DEVELOPMENT CONCEPT

#### 3.1 Description of the proposal

The overall Intent of the development is primarily to redevelop the existing car sales yard to accommodate a highway service centre (including a service station and 2 x food and drink premises). The proposed development would obtain access from the Hume Highway.

The proposed development will provide for the construction of a car fuel canopy and two buildings comprising of:

1. Building 1 – Service station and food and drink outlet with indoor dining and drive-thru; and
2. Building 2 – Food and drink outlet with indoor/outdoor dining and drive-thru.

Below is a summary table of the breakdown within the building.

*Table 1: Summary of gross floor areas*

Component	Gross floor area
<b>Building 1</b>	
Service Station	251m <sup>2</sup> (191m <sup>2</sup> + 60m <sup>2</sup> )
Food and Drink Tenancy 1	129m <sup>2</sup> (97m <sup>2</sup> + 32m <sup>2</sup> )
<b>Building 2</b>	
Food and Drink Tenancy 2	224m <sup>2</sup> (203m <sup>2</sup> + 21m <sup>2</sup> )

The refuelling forecourt area comprises:

- A fuel canopy over 6 new refuelling dispensers with 12 filling positions; and
- Two (2) underground, double-walled tanks, storing predominantly unleaded petroleum of varying grades and diesel.

The proposed development is essentially a response to the perceived demand for these services within this locality and is considered a suitable type of use, fronting a major highway and will providing a service to the travelling public and the local business community.

A conceptual site layout (Drawing No. 20196-SK11) of the proposed development is included in **Appendix A**. The conceptual site layout will be of a sufficient size for a 19m AV tanker refuelling truck (largest anticipate vehicle) to stand wholly within the site and then exit the site in a forward gear via the Hume Highway as shown in the turning plan (Drawing No. 20196-SK12) included in **Appendix A**.

#### 3.2 Background

TFA Project Group act on behalf of Sydney Fuels Pty Ltd with respect to the proposed development to erect a new 'highway service centre' including a service station component and two (2) food and drink tenancies with drive thru. The subject site is considered to be a prime location for a highway service centre use owing to its proximity to the Hume Highway.

#### 3.3 Development Strategy

The intention of this planning proposal is to ultimately lead to a forthcoming development application to the Strathfield Council for the use proposed over the site.

### 3.4 Traffic Impact Assessment

TFA Project Group have engaged PPTT to undertake a traffic impact assessment of the proposal.

The traffic report provides a review of the site layout to assess the following:

- Parking provisions
- Access and circulation
- Loading and delivery arrangements
- Conduct swept path analysis using appropriate design vehicles to determine a functional layout for the proposed development.

In summary, the following key findings from the traffic assessment are listed below:

- The DCP requires the development to provide a minimum of 31 car parking spaces including 5 spaces to accommodate the convenience store and 26 spaces to accommodate the fast food premises;
- The DCP rate is considered to be excessive as it does not take into account multi-purpose visits (i.e. visitors would access both the service station and a fast food restaurant in one trip) and that a number of visitors would be going through the drive-through, with the restaurant parking rate matching the RMS Guide rate for a standalone restaurant. Therefore, the actual parking requirement is likely to be lower than the DCP estimate;
- The proposed development will include 20 formal car parking spaces and 12 informal parking spaces under the fuel canopy at the fuel pumps, which is considered adequate to service the fast-food facility and the convenience store;
- The proposed development complies with the accessible parking requirement and provides two accessible spaces;
- The proposed development is estimated to generate 266 and 360 vehicle trips per hour in the morning and evening peak periods respectively, with 50% anticipated to be pass-by trips; and
- SIDRA Network modelling of the existing road network and anticipated future road network (Year 2030) indicates that the development would have a negligible traffic impact.

A copy of the traffic report is included in **Appendix B**.



## 4.0 STATUTORY PARTS OF A PLANNING PROPOSAL

The following section of this report is consistent with section 3.33 of the EP&A Act and includes those mandatory provisions the planning proposal must include.

### 4.1 Part 1 – Objectives of the proposed instrument

The objective of this planning proposal is to enable a 'highway service centre' over the subject site. This is via an addendum to the Strathfield Local Environmental Plan 2012 (the LEP) and more specifically, via enabling clause to Schedule 1 of the LEP.

### 4.2 Part 2 – Explanation of the provisions

#### 4.2.1 Schedule 1 Additional Permitted Uses

The proposed outcome will be achieved by inserting the following into Schedule 1 'Additional permitted uses' of the Strathfield Local Environmental Plan 2012:

Schedule 1 Additional permitted uses	
Item 1	<p><b>Use of certain land at 204 Hume Highway, Chullora</b></p> <p>(1) This clause applies to land at 204 Hume Highway, Chullora, being Lot 1 DPS47215.</p> <p>(2) Development for the purposes of 'highway service centre' is permitted with development consent.</p>

#### 4.2.2 LEP Use Definitions

The use referred above is defined under the LEP as follows:

*"highway service centre means a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following—*

- (a) a restaurant or cafe,*
- (b) take away food and drink premises,*
- (c) service stations and facilities for emergency vehicle towing and repairs,*
- (d) parking for vehicles,*
- (e) rest areas and public amenities."*

As detailed in the conceptual site plan (Drawing No. 20196-SK11\_A) in **Appendix A**, the proposal includes a building for a service station component and food and drink premises with indoor dining and drive-thru as well as a stand-alone building for a food and drink premises with indoor/outdoor dining and drive-thru.

It is considered that the proposed concept depicted in **Appendix A** falls under the definition of a highway service centre use. The proposed concept being a highway service centre use aligns with correspondence between the applicant and the Strathfield Council.

#### 4.2.3 Addendum to the additional permitted uses map

Prepare an additional map within the mapping series to apply the additional permitted use (highway service centre) to the subject site.

### 4.3 Part 3 – Justification for the planning proposal

The following section of the report provides justification for the proposal in line with the *A Guide to Preparing Planning Proposals* document.

In summary, the proposed highway service centre (including a service station and food and drink premises), are typical of those fronting major highways and will provide a service to the travelling public and the local community. The proposal will not be of a scale or type which could reasonably be considered to detrimentally impact upon the economic viability of the surrounding industrial area or surrounding business centres (opposite the Hume Highway) more broadly. It is acknowledged that the subject site is not currently used for industrial purposes and has been operating as an automobile retail development for over 10 years.

Further, the proposal is seen as playing an ancillary / supporting role to the industrial area of Chullora by providing additional convenience and direct support to both employees within this area and servicing the wider travelling public.

Further, it is observed that there are no service stations identified along this corridor of the Hume Highway, from West Yagoona, until past the M4 junction. There is a distinct lack of service station / food and drink type development along this corridor to support both travelling motorists (both light and heavy vehicle) and the surrounding business community of Chullora.

#### 4.3.1 Section A – Need for the planning proposal

*Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?*

**Response** – The Planning Proposal is not the result of a strategic study or report prepared by Council.

The proposal has been considered by the applicant as a feasible proposition based on the knowledge of the local area and the perceived shortage of similar uses within the general locality. This is also driven by feedback from the Strathfield Council who are generally supportive of the proposed development during pre-lodgement discussions with the client.

*Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

**Response** – A clause to enable the additional use on the land by way of proposed LEP addendum to Schedule 1 is considered the most appropriate way to achieve the objective / intended outcome. This is in part due to the certainty the applicant has over the proposed use within the site (thereby not seeking broad flexibility with a whole-of-site rezoning).

A 'highway service centre' use is prohibited under the IN1 General Industrial Zone of the LEP within the Strathfield LGA. A planning proposal is therefore considered the most appropriate means of establishing a 'highway service centre' use over the subject land. It is noted that a 'service station' use is permitted with consent under the Bankstown LEP within the IN1 – General Industrial Zone.

#### 4.3.2 Section B – Relationship to strategic planning framework

*Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?*

**Response** – The proposal has been assessed against the *A Metropolis of Three Cities – A Greater Sydney Region Plan* (2018) and the *Eastern City District Plan* (2018). Comments in relation to the proposal and any impact on the policy intent of the relevant strategy are discussed under separate heading below.

##### A Metropolis of Three Cities – A Greater Sydney Region Plan

A *Metropolis of Three Cities – A Greater Sydney Region Plan* (the Regional Plan) is a regional strategy prepared by the Greater Sydney Commission in March 2018 which establishes a 20 year plan to manage growth and change for the Greater Sydney region. Under the Region Plan, the majority of the site is located in the Eastern City district.



Figure 7 below provides an extract from the regional plan map showing the approximate location of the subject site within.



Figure 7: A Metropolis of Three Cities – Structure Plan (Source: Greater Sydney Commission)

The proposal is considered to be consistent with the regional plan given a highway service centre including a service station and food and drink premises, are typical of those fronting major highways and will provide an ancillary / supporting role to the industrial area of Strathfield by providing additional convenience and direct support to both employees within this area and servicing the wider travelling public.

The proposal will involve additional employment opportunities within walkable distance to surrounding communities. Further, the proposal will increase convenience and options for vehicle refuelling reducing overall travel trips to similar / existing destinations (particularly the local catchment).

Surrounding industrial uses will benefit from the agglomeration of supporting economies. The industrial zoned land within the vicinity coupled with the subject site would provide the critical mass to drive productivity and foster a stronger economy.

#### Eastern City District Plan

The Eastern City District Plan (the District Plan) builds off the directions and objectives set by the Region Plan. The District Plan was finalised in March 2018.

The subject site is located within the Eastern City District. The Greater Sydney Commission (GSC) envisaged by 2036 that the Eastern City District will 'become more innovative and globally competitive, carving out a greater portion of knowledge-intensive jobs from the Asia Pacific Region, as well as improve the District's lifestyle and environmental asset'.

The site is identified as Industrial Land (refer to Figure 8 below). The GSC identified industrial land as an important to Greater Sydney's economy and the nature of this economic sector is continuing to change, with emerging technologies and new industries with different requirements.



Figure 8: Eastern City District – Structure Plan (Source: Greater Sydney Commission)

The site is identified as Industrial and Urban Services Land in the Eastern City District Plan (refer to Figure 9 below). The district plan identifies that while businesses must be supported in a service-oriented modern economy, capacity for industrial and essential urban services must be retained.

The proposal is considered to be consistent with the Eastern District Plan given the proposal will facilitate the development of Strathfield Industrial area and employment generating uses which will lead to stronger economic outcome for the Eastern City locality thereby benefiting the community.

The development will not be of a scale or type which could reasonably be considered to detrimentally impact upon the economic viability of the surrounding industrial area or surrounding business centres (opposite the Hume Highway) more broadly. It is acknowledged that the subject site is not currently used for industrial purposes and has been operating as an automobile retail development for over 10 years.

Further, the proposal is seen as playing an ancillary / supporting role to the industrial area of Chullora by providing additional convenience and direct support to both employees within this area and servicing the wider travelling public.



Furthermore, surrounding industrial uses will benefit from the agglomeration of supporting economies. The industrial zoned land within the vicinity coupled with the subject site would provide the critical mass to drive productivity and foster a stronger economy.

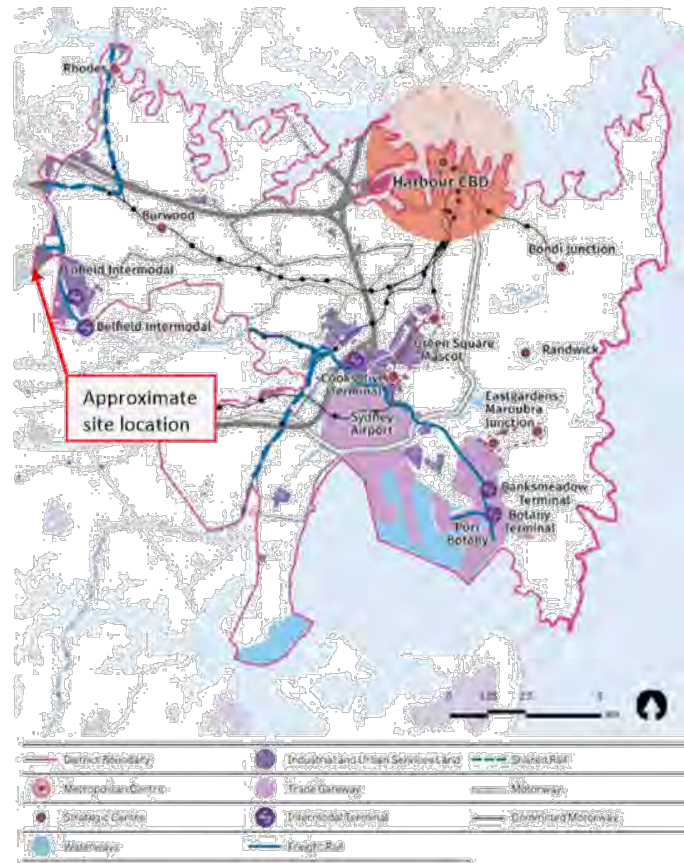


Figure 9: Eastern City District industrial and urban services land and freight assets (Source: Greater Sydney Commission)

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

**Response –** The proposal has been assessed against the *Local Strategic Planning Statement, Strathfield 2040*. Comments in relation to the proposal and any impact on the policy intent of the relevant strategy are discussed under separate heading below.

#### Local Strategic Planning Statement, Strathfield 2040

The *Local Strategic Planning Statement, Strathfield 2040* (the LSPS) is a strategic document providing more fine-grained policy detail in response to the provisions of the regional plan. The primary purpose of the LSPS is to 'guide land use planning and decision making for development and environmental outcomes.' The LSPS has a number of planning priorities which outlines actions that we will take to influence and achieve our desired future.

The site is located within the Employment Areas (Industrial) under the LSPS.

Consistent with the justification under the regional and district plans above, the proposal is not considered to significantly impact on the industrial areas. The proposed highway service centre (including a service station / food and drink options) are seen as providing a supporting role to the expanding employment lands within the immediate vicinity rather than significantly impacting the viability of employment within the industrial areas.

The proposal will facilitate the development of Strathfield Industrial area and employment generating uses which will lead to stronger economic outcome thereby benefiting the community.

The development will not be of a scale or type which could reasonably be considered to detrimentally impact upon the economic viability of the surrounding industrial area or surrounding business centres (opposite the Hume Highway) more broadly.

It is acknowledged that the subject site is not currently used for industrial purposes and has been operating as an automobile retail development for over 10 years.

*Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?*

**Response** – There are no existing or draft State Environmental Planning Policies (SEPPs) that prohibit or restrict the proposed development as outlined in this planning proposal. Those SEPPs that were considered and addressed as potentially relevant to the proposal are detailed in Table 2 below.

Table 2: SEPPs

SEPP	Policy Direction / Principal Aims	Comment on Relevance at Planning Proposal Stage
<b>SEPP 33 – Hazardous &amp; Offensive Development</b>	<ul style="list-style-type: none"> <li>To ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account.</li> <li>To ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact.</li> </ul>	<p>At this stage the planning proposal is for the purposes of an addendum to the Strathfield Local Environmental Plan 2012 to enable an additional permitted use 'highway service centre' over the site. Should the proponent be successful with this addendum to the LEP for an additional permitted use, the next stage in the approval process would be to lodge a development application to obtain local development consent for the proposed highway service centre.</p> <p>The service station component will involve the installation of underground, double-walled tanks, storing predominantly unleaded petroleum of varying grades and diesel.</p> <p>Standard with service station developments, the tanks will need to be designed and installed in accordance with AS1940-2004: The storage and handling of flammable and combustible liquid.</p> <p>In addition to the requirements of AS1940, the fuel / service station operators will also carry an environmental and hazard management manual specific to the site.</p> <p>The matters can be effectively addressed at the development application stage. There is no risk under the framework of the planning proposal given the location of the site can effectively, from an AS1940 compliance perspective, accommodate a highway service centre development.</p>

<b>SEPP 64 – Advertising and Signage</b>	<ul style="list-style-type: none"> <li>To ensure that signage and advertising, particularly in road corridors, are appropriate to the location and setting of a proposed development.</li> </ul>	This policy will need to be considered in the design and assessment of the development application for the highway service centre proposal.
<b>SEPP (Infrastructure) 2007</b>	<ul style="list-style-type: none"> <li>To improve regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services.</li> </ul>	<p>The proposal will relocate the existing ingress and egress points onto the Hume Highway to provide sufficient access for the proposal. This will be further assessed by the Strathfield Council and Transport for NSW (TfNSW) at development application stage.</p> <p>In relation to utility services and whether the proposal will trigger the upgrade of any of these services, this is considered most appropriately assessed at development application stage.</p>

**Q6** Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

**Response** – An assessment of relevant section 9.1(2) Directions against the planning proposal is provided in the Table 3 below.

Table 3: Relevant s.9.1(2) Ministerial Directions

Ministerial Direction	Aim/s of Direction	Applicability and/or Comment
<b>1. EMPLOYMENT AND RESOURCES</b>		
<b>1.1 Business and Industrial Zones</b>	<ul style="list-style-type: none"> <li>Encourage employment growth in suitable locations.</li> <li>Protect employment land in business and industrial zones.</li> <li>Support the viability of identified strategic centres.</li> </ul>	<p>The proposal is located over general industrial zoned land.</p> <p>The proposal will facilitate the development of Strathfield Industrial area and employment generating uses which will lead to stronger economic outcome thereby benefiting the community.</p> <p>The development will not be of a scale or type which could reasonably be considered to detrimentally impact upon the economic viability of the surrounding industrial area or surrounding business centres (opposite the Hume Highway) more broadly.</p> <p>It is acknowledged that the subject site is not currently used for industrial purposes and has been operating as an automobile retail development for over 10 years.</p>
<b>1.2 Rural Zones</b>	<ul style="list-style-type: none"> <li>To protect the agricultural production value of rural land.</li> </ul>	Not applicable to the site.
<b>1.3 Mining, Petroleum Production and Extractive Industries</b>	<ul style="list-style-type: none"> <li>To ensure that the future extraction of State or regionally significant reserves of coal, other materials, petroleum and extractive materials are not compromised by inappropriate development.</li> </ul>	Not applicable to the site.
<b>1.4 Oyster Aquaculture</b>	<ul style="list-style-type: none"> <li>To ensure that Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area</li> </ul>	Not applicable to the site.

Ministerial Direction	Aim/s of Direction	Applicability and/or Comment
	<p>are adequately considered when preparing a draft LEP.</p> <ul style="list-style-type: none"> <li>To protect Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area from land uses that may result in adverse impacts on water quality and consequently, on the health of oysters and oyster consumers.</li> </ul>	
<b>1.5 Rural Lands</b>	<ul style="list-style-type: none"> <li>To protect the agricultural production value of rural land.</li> <li>To facilitate the orderly and economic development of rural lands for rural and related purposes.</li> </ul>	Not applicable to the site.
<b>2. ENVIRONMENT AND HERITAGE</b>		
<b>2.1 Environmental Protection Zones</b>	<ul style="list-style-type: none"> <li>To protect and conserve environmentally sensitive areas.</li> </ul>	Not applicable to the site.
<b>2.2 Coastal Protection</b>	<ul style="list-style-type: none"> <li>To implement the principles in the NSW Coastal Policy.</li> </ul>	Not applicable to the site.
<b>2.3 Heritage Conservation</b>	<ul style="list-style-type: none"> <li>To conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</li> </ul>	Not applicable to the site.
<b>2.4 Recreation Vehicle Areas</b>	<ul style="list-style-type: none"> <li>To protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.</li> </ul>	Not applicable to the site.
<b>2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs</b>	<ul style="list-style-type: none"> <li>To ensure that a balanced and consistent approach is taken when applying environmental protection zones and overlays to land on the NSW Far North Coast.</li> </ul>	Not applicable to the site.
<b>3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT</b>		
<b>3.1 Residential Zones</b>	<ul style="list-style-type: none"> <li>To encourage a variety and choice of housing types to provide for existing and future housing needs.</li> <li>To make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services.</li> <li>To minimise the impact of residential development on the environment and resource lands.</li> </ul>	Not applicable to the site as no residential development proposed.
<b>3.2 Caravan Parks and Manufactured Home Estates</b>	<ul style="list-style-type: none"> <li>To provide for a variety of housing types.</li> </ul>	Not applicable to the site as no residential development proposed.



Ministerial Direction	Aim/s of Direction	Applicability and/or Comment
<b>3.3 Home Occupations</b>	<ul style="list-style-type: none"> <li>To provide opportunities for caravan parks and manufactured home estates.</li> <li>To encourage the carrying out of low-impact small businesses in dwelling houses.</li> </ul>	Not applicable to the proposal.
<b>3.4 Integrating Land Use and Transport</b>	<ul style="list-style-type: none"> <li>Improving access to housing, jobs and services by walking, cycling and public transport.</li> <li>Increasing the choice of available transport and reducing dependence on cars.</li> <li>Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car.</li> <li>Supporting the efficient and viable operation of public transport services.</li> <li>Providing for the efficient movement of freight.</li> </ul>	<p>The proposal is considered consistent with this direction as follows:</p> <ul style="list-style-type: none"> <li>Will involve additional employment opportunities within walkable distance to surrounding communities</li> <li>Will provide increased convenience and options for vehicle refuelling reducing overall travel trips to similar / existing destinations (particularly the local catchment)</li> <li>Will enable the efficient on-site movement of vehicles through the site</li> </ul>
<b>3.5 Development Near Licensed Aerodromes</b>	<ul style="list-style-type: none"> <li>To ensure the efficient and safe operation of aerodromes.</li> <li>To ensure their operation is not compromised by incompatible future adjoining land uses.</li> </ul>	Not applicable to the site.
<b>3.6 Shooting Ranges</b>	<ul style="list-style-type: none"> <li>To maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range.</li> <li>To reduce land use conflict arising between existing shooting ranges and rezoning of adjacent land.</li> <li>To identify issues that must be addressed when giving consideration to rezoning land adjacent to an existing shooting range.</li> </ul>	Not applicable to the site.
<b>3.7 Reduction in non-hosted short-term rental accommodation period</b>	<ul style="list-style-type: none"> <li>Mitigate significant impacts of short-term rental accommodation where non-hosted short-term rental accommodation period are to be reduced.</li> <li>Ensure the impacts of short-term rental accommodation and views of the community are considered.</li> </ul>	Not applicable to the site.
<b>4. HAZARD AND RISK</b>		
<b>4.1 Acid Sulfate Soils</b>	<ul style="list-style-type: none"> <li>To avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils.</li> </ul>	Not applicable to the site.



Ministerial Direction	Aim/s of Direction	Applicability and/or Comment
<b>4.2 Mine Subsidence and Unstable Land</b>	<ul style="list-style-type: none"> <li>To prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.</li> </ul>	Not applicable to the site.
<b>4.3 Flood Prone Land</b>	<ul style="list-style-type: none"> <li>To ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.</li> <li>To ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</li> </ul>	Not applicable to the site.
<b>4.4 Planning for Bushfire Protection</b>	<ul style="list-style-type: none"> <li>To protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas.</li> <li>To encourage sound management of bush fire prone areas.</li> </ul>	Not applicable to the site.
<b>5. REGIONAL PLANNING</b>		
<b>5.1 Implementation of Regional Strategies</b>	<ul style="list-style-type: none"> <li>To give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.</li> </ul>	<p>The proposed request for an additional permitted use is considered to be generally consistent with <i>A Metropolis of Three Cities – A Greater Sydney Region Plan</i> (2018), and the <i>Eastern City District Plan</i> (2018) as outlined in section 4.3.2 above.</p> <p>The proposal is not of a scale which will significantly impact upon any of the strategic intentions for employment / business development in identified areas of the region.</p>
<b>5.2 Sydney Drinking Water Catchments</b>	<ul style="list-style-type: none"> <li>To protect water quality in the hydrological catchment.</li> </ul>	Not applicable to the site.
<b>5.3 Farmland of State and Regional Significance on the NSW Far North Coast</b>	<ul style="list-style-type: none"> <li>To ensure that the best agricultural land will be available for current and future generations to grow food and fibre.</li> <li>To provide more certainty on the status of the best agricultural land, thereby assisting councils with their local strategic settlement planning.</li> <li>To reduce land use conflict arising between agricultural use and non-agricultural use of farmland as caused by urban encroachment into farming areas.</li> </ul>	Not applicable to the site.

Ministerial Direction	Aim/s of Direction	Applicability and/or Comment
<b>5.4 Commercial and Retail Development along the Pacific Highway, North Coast</b>	<ul style="list-style-type: none"> <li>To protect the Pacific Highway's function, that is to operate as the North Coast's primary inter- and intra-regional road traffic route.</li> <li>To prevent inappropriate development fronting the highway.</li> <li>To protect public expenditure invested in the Pacific Highway.</li> <li>To protect and improve highway safety and highway efficiency.</li> <li>To provide for the food, vehicle service and rest needs of travellers on the highway.</li> <li>To reinforce the role of retail and commercial development in town centres, where they can best serve the populations of the towns.</li> </ul>	The proposal is considered to be consistent with this policy by providing "food, vehicle service and rest needs of travellers on the highway" and of a scale which will not detract from the viability of the nearby retail / commercial centres.
<b>5.5 Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) (Revoked 18 June 2010)</b>		
<b>5.6 Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)</b>		
<b>5.7 Central Coast (Revoked 10 July 2008. See amended Direction 5.1)</b>		
<b>5.8 Second Sydney Airport: Badgerys Creek (Revoked 20 August 2018)</b>		
<b>5.9 North West Rail Link Corridor Strategy</b>	<ul style="list-style-type: none"> <li>To promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL).</li> <li>To ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.</li> </ul>	Not applicable to the site.
<b>5.10 Implementation of Regional Plans</b>	<ul style="list-style-type: none"> <li>To give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</li> </ul>	Not applicable to the site.
<b>5.11 Development of Aboriginal Land Council land</b>	<ul style="list-style-type: none"> <li>To provide for the consideration of development delivery plans prepared under State Environmental Planning Policy (Aboriginal Land) 2019 when planning proposals are prepared by a planning proposal authority.</li> </ul>	Not applicable to the site.
<b>6. LOCAL PLAN MAKING</b>		
<b>6.1 Approval and Referral Requirements</b>	<ul style="list-style-type: none"> <li>To ensure that LEP provisions encourage the efficient and appropriate assessment of development.</li> </ul>	The proposal is not considered to compromise the intent of this objective.
<b>6.2 Reserving Land for Public Purposes</b>	<ul style="list-style-type: none"> <li>To facilitate the provision of public services and facilities by reserving land for public purposes,</li> <li>To facilitate the removal of reservations of land for public</li> </ul>	The proposal is not considered to compromise the intent of this objective.

Ministerial Direction	Aim/s of Direction	Applicability and/or Comment
	purposes where the land is no longer require for acquisition.	
<b>6.3 Site Specific Provisions</b>	<ul style="list-style-type: none"> <li>To discourage unnecessarily restrictive site-specific planning controls.</li> </ul>	The proposal is not considered to compromise the intent of this objective.
<b>7. METROPOLITAN PLANNING</b>		
<b>7.1 Implementation of A Plan for Growing Sydney</b>	<ul style="list-style-type: none"> <li>To give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</li> </ul>	The proposal is considered to be consistent with <i>A Metropolis of Three Cities – A Greater Sydney Region Plan</i> (2018), the <i>Eastern City District Plan</i> (2018) as outlined in section 4.3.2 above.
<b>7.2 Implementation of Greater Macarthur Land Release Investigation</b>	<ul style="list-style-type: none"> <li>To ensure development within the Greater Macarthur Land Release Investigation Area is consistent with the Greater Macarthur Land Release Preliminary Strategy and Action Plan (the Preliminary Strategy).</li> </ul>	Not applicable to the site.
<b>7.3 Parramatta Road Corridor Urban Transformation Strategy</b>	<ul style="list-style-type: none"> <li>To facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta to road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit.</li> <li>To provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community.</li> <li>To guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</li> </ul>	Not applicable to the site.
<b>7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan</b>	<ul style="list-style-type: none"> <li>To ensure development within the North West Priority Growth Area is consistent with the North West Priority Growth Area Land Use and Infrastructure Strategy (the Strategy).</li> </ul>	Not applicable to the site.
<b>7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</b>	<ul style="list-style-type: none"> <li>To ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the interim Plan).</li> </ul>	Not applicable to the site.
<b>7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</b>	<ul style="list-style-type: none"> <li>To ensure development within the Wilton Priority Growth Area is consistent with the Wilton Interim Land Use and Infrastructure</li> </ul>	Not applicable to the site.

Ministerial Direction	Aim/s of Direction	Applicability and/or Comment
	Implementation Plan and Background Analysis.	
<b>7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor</b>	<ul style="list-style-type: none"> <li>To ensure development within the precincts between Glenfield and Macarthur is consistent with the plans for these precincts.</li> </ul>	Not applicable to the site.
<b>7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan</b>	<ul style="list-style-type: none"> <li>To ensure development within the Western Sydney Aerotropolis is consistent with the Stage 1 Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan dated August 2018 (the Stage 1 Land Use and Implementation Plan).</li> </ul>	Not applicable to the site.
<b>7.9 Implementation of Bayside West Precincts 2036 Plan</b>	<ul style="list-style-type: none"> <li>To ensure development within the Bayside West Precincts (Arncliffe, Banksia and Cooks Cove) is consistent with the Bayside West Precincts 2036 Plan (the Plan).</li> </ul>	Not applicable to the site.
<b>7.10 Implementation of Planning Principles for the Cooks Cove Precinct</b>	<ul style="list-style-type: none"> <li>To ensure development within the Cooks Cove Precinct is consistent with the Cooks Cove Planning Principles.</li> </ul>	Not applicable to the site.

#### 4.3.3 Section C – Environmental, Social and Economic Impact

**Q7** Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

**Response – No.** The planning proposal relates to land that is currently used for car sale operations which has been cleared of any critical habitat or threatened species, populations or ecological communities.

The proposed additional permitted use is not likely to have an adverse impact on critical habitat or threatened species, populations or ecological communities or their habitats.

**Q8** Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

**Response –** The proposal will respond to the following at development application stage:

- Design and installation of all fuel-related storage and dispensing equipment in accordance with AS1940
- Appropriate stormwater management of all / any new impervious areas introduced as part of the proposal, including appropriate oily water separation treatment system under the canopy area

**Q9** Has the planning proposal adequately addressed any social and economic effects?

**Response –** The proposal is expected to generate positive social and economic effects. The proposed highway service centre (including a service station and food and drink premises) will provide adequate lighting and CCTV, in addition to passive surveillance of staff / patrons with buildings orientated over forecourt area (primary area of pedestrian activity), used to deter anti-social behaviour.

In relation to economic impact, this is addressed in the response to the regional strategies above.

In summary, the proposal will facilitate the development of Strathfield Industrial area and employment generating uses which will lead to stronger economic outcome thereby benefiting the community.



The development will not be of a scale or type which could reasonably be considered to detrimentally impact upon the economic viability of the surrounding industrial area or surrounding business centres (opposite the Hume Highway) more broadly.

It is acknowledged that the subject site is not currently used for industrial purposes and has been operating as an automobile retail development for over 10 years.

#### 4.3.4 Section D – State and Commonwealth interests

*Q10 Is there adequate public infrastructure for the planning proposal?*

**Response** – The proposal is generally considered to have adequate public infrastructure available. No additional number of access points are proposed on the Hume Highway. The existing access points will be relocated and designed to the Australian Standards.

As part of this planning proposal, consultation will be sought from the Transport for NSW (TfNSW) in relation to the traffic related provisions of the proposed development.

TFA Project Group have engaged PPTT to undertake a traffic impact assessment of the proposal.

The traffic report provides a review of the site layout to assess the following:

- Parking provisions
- Access and circulation
- Loading and delivery arrangements
- Conduct swept path analysis using appropriate design vehicles to determine a functional layout for the proposed development.

In summary, the following key findings from the traffic assessment are listed below:

- The DCP requires the development to provide a minimum of 31 car parking spaces including 5 spaces to accommodate the convenience store and 26 spaces to accommodate the fast food premises;
- The DCP rate is considered to be excessive as it does not take into account multi-purpose visits (i.e. visitors would access both the service station component and a fast food restaurants in one trip) and that a number of visitors would be going through the drive-through, with the restaurant parking rate matching the RMS Guide rate for a standalone restaurant. Therefore, the actual parking requirement is likely to be lower than the DCP estimate;
- The proposed development will include 20 formal car parking spaces and 12 informal parking spaces under the fuel canopy at the fuel pumps, which is considered adequate to service the fast-food facility and the convenience store;
- The proposed development complies with the accessible parking requirement and provides two accessible spaces;
- The proposed development is estimated to generate 266 and 360 vehicle trips per hour in the morning and evening peak periods respectively, with 50% anticipated to be pass-by trips; and
- SIDRA Network modelling of the existing road network and anticipated future road network (Year 2030) indicates that the development would have a negligible traffic impact.

A copy of the traffic report is included in Appendix B.

In relation to utility services and whether the proposal will trigger the upgrade of any of these services, this is considered most appropriately assessed at development application stage.

*Q11 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?*

**Response** – The gateway determination will determine any further consultation requirements with State or Commonwealth public authorities.

#### 4.4 Part 4 – Mapping

Amendments to the LEP mapping is not required as the request is for an addition permitted use under Schedule 1.

#### 4.5 Part 5 – Community Consultation

It is understood that the standard 28-day public exhibition period will likely apply to the proposal.

#### 4.6 Part 6 – Project Timeline

The following milestone timeframes are anticipated. Timeframes will be revised if any significant delays are encountered.

Task	Anticipated Timeframe
Gateway Determination	January 2020
Completion of Gateway Determination requirements	February 2020
Public Exhibition	March 2021
Consideration of Submissions	April 2021
Post Exhibition consideration of Planning Proposal	May 2021
Finalisation and Notification of Plan	June 2021



## 5.0 CONCLUSION

This Planning Proposal report has been prepared by TFA Project Group (TFA) on behalf of Sydney Fuels Pty Ltd (the applicant) and involves a request to the Strathfield Council (the council) for the proposed addendum to the Strathfield Local Environmental Plan 2012 (the LEP) to enable a 'highway service centre' over land located at 204 Hume Hwy, Chullora NSW 2190 and more formally described as Lot 1 DP547215.

The Planning Proposal has been prepared in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant Department of Planning Guidelines including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.

The proposal has been assessed against the relevant local and State provisions, guidelines and regional strategies and from this assessment, the following conclusions are able to be drawn:

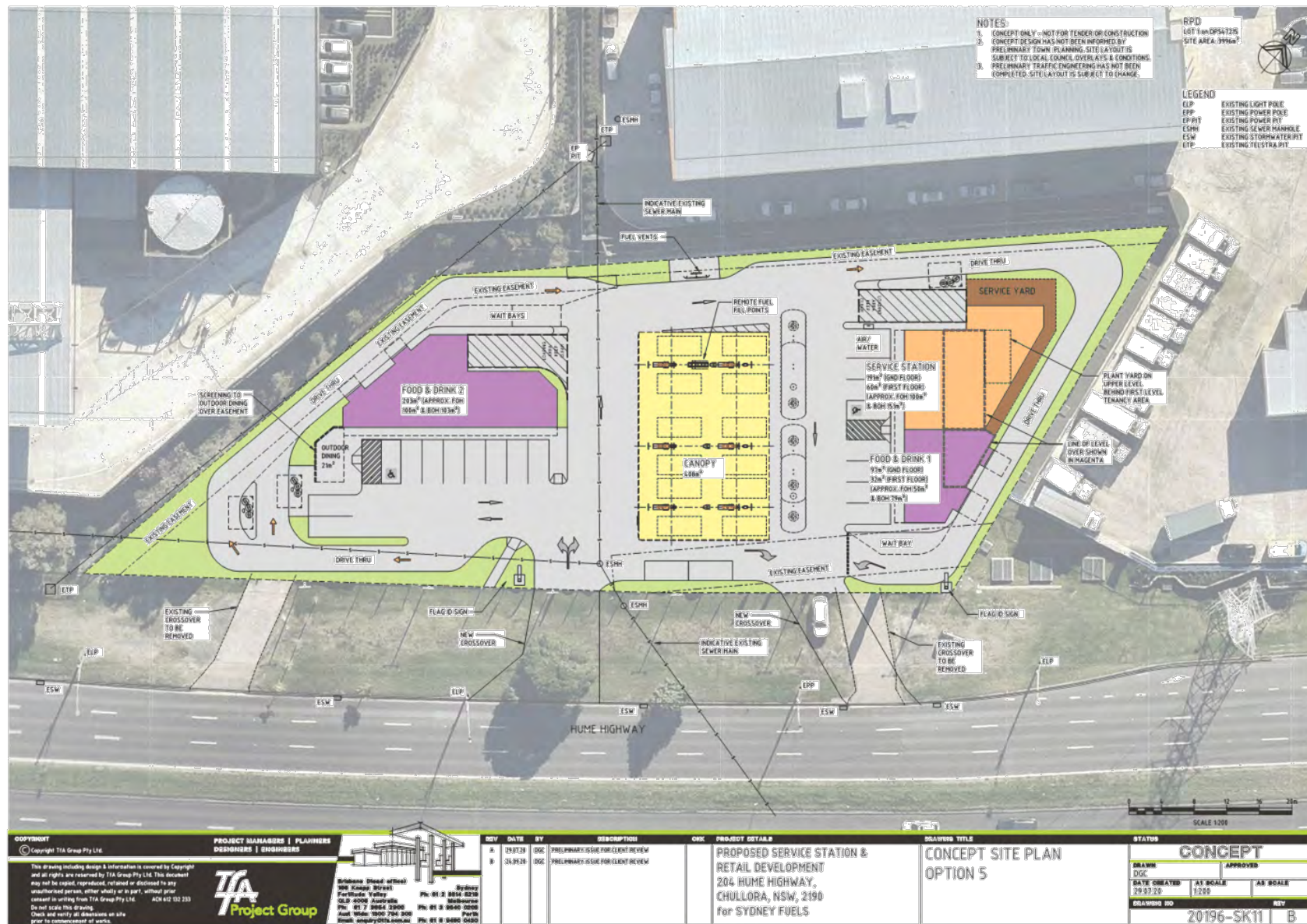
- The proposed use, being a highway service centre (including a service station and food and drink premises), is typical of those fronting major highways and will provide a service to the travelling public and the local community;
- The proposal will not be of a scale or type which could reasonably be considered to detrimentally impact upon the economic viability of the surrounding industrial area or surrounding business centres (opposite the Hume Highway) more broadly – rather, the proposal is seen as playing a supporting role to the industrial area of Chullora providing additional convenience to both employees within this area and servicing the wider travelling public;
- The proposal is considered to be consistent with the policy provisions and intent of the relevant regional strategies; and
- The proposal is not considered to impact adversely on any surrounding receiving environment and any perceived impacts can be managed through appropriate environmental management measures demonstrated at development application stage.

On the basis of the above, it is considered sufficient planning grounds exist to warrant the proposal and the application is recommended for Council's further assessment of the Planning Proposal.

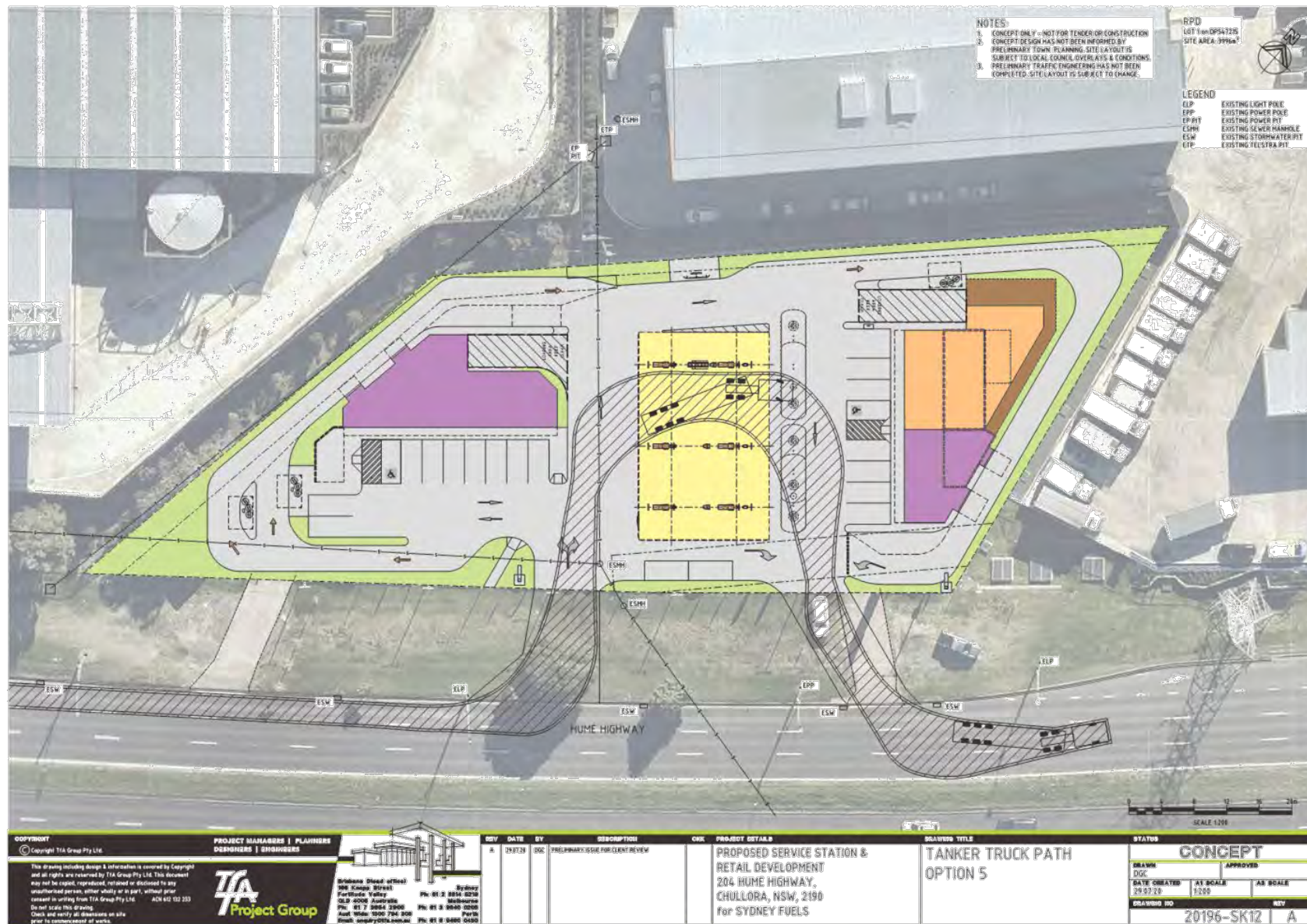
## APPENDIX A – CONCEPTUAL DRAWINGS

**APPENDIX B –TRAFFIC IMPACT ASSESSMENT REPORT PREPARED BY  
TTPP**

# ATTACHMENT 4









# ATTACHMENT 5



## 204 Hume Highway, Chullora Traffic Impact Assessment

Prepared for:  
TFA Project Group

25 September 2020

The Transport Planning Partnership



## 204 Hume Highway, Chullora Traffic Impact Assessment


Client: TFA Project Group

Version: V03

Date: 25 September 2020

TIPP Reference: 20301

### Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	23/09/20	Clinton Cheung	Oaska Paiz	Ken Holyoak	-
V02	24/09/20	Clinton Cheung	Oaska Paiz	Ken Holyoak	-
V03	25/09/20	Clinton Cheung	Oaska Paiz	Ken Holyoak	



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## APPENDICES

- A. CONCEPT LAYOUT
- B. SWEEP PATH



# 1 Introduction

## 1.1 Background

This traffic impact assessment report relates to a proposed service station with an ancillary convenience store and two food and drink retail outlets with drive-thru facilities at 204 Hume Highway, Chaffers NSW. A Planning Proposal (PP) is to be lodged with Strathfield Municipal Council (Council) seeking approval to amend the Strathfield Local Environmental Plan (SLEP) 2012 to permit a service station at the subject site.

The Transport Planning Partnership (TPPP) Pty Ltd has prepared this report for TFA Project Group on behalf of Sydney Fuels Pty Ltd to accompany the PP.

This report assesses the traffic and parking implications of the proposed development and is set out as follows:

- Chapter 2 discusses the existing conditions including a description of the subject site
- Chapter 3 provides a brief description of the proposed development
- Chapter 4 assesses the proposed on-site parking provision and internal layout
- Chapter 5 examines the traffic generation and its impact, and
- Chapter 6 presents the conclusions of the assessment.

## 1.2 References

In preparing this report, reference has been made to the following:

- Strathfield Local Environmental Plan (SLEP) 2012
- Strathfield Municipal Council Consolidated Development Control Plan 2003
- Canterbury-Bankstown Local Environmental Plan 2015
- Guide to Traffic Generating Developments 2002 (RTS)
- Draft Guide to Transport Impact Assessments (March 2018)
- Roads and Maritime Services Trip Generation Surveys, Service Stations, Analysis Report (2013)



## 2 Existing Conditions

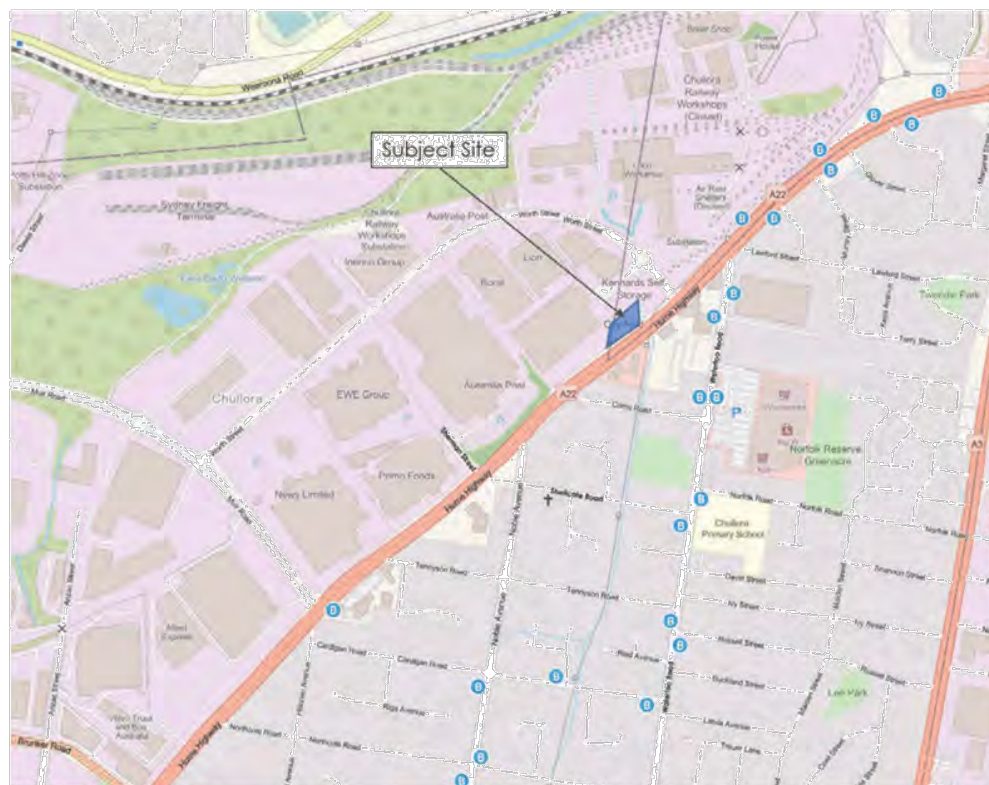
### 2.1 Site Description

The subject site is located at 204 Hume Highway, Chullora (Lot 1 DP547215) and is located across two local government areas namely, Strathfield Municipal Council (approx. 85%) and Canterbury-Bankstown local government area (15%). The site is approximately 3,962m<sup>2</sup> and is currently occupied by a car sales yard. The site is located in IN1 General Industry based on the SLEP 2012 and Canterbury LEP 2015.

The subject site has a southern frontage of approximately 108m along the Hume Highway. The site is currently accessed via the Hume Highway by two separate vehicle access points.

The subject site and its surrounds are shown in Figure 2.1 while Figure 2.2 illustrates the respective land zoning boundaries for each LGA.

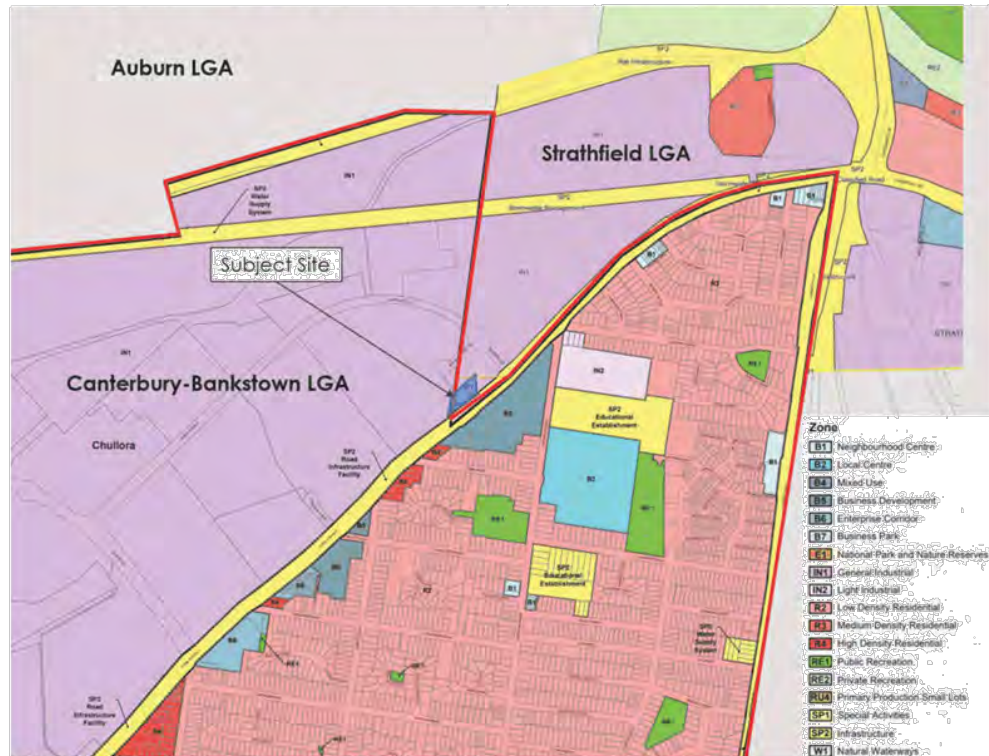
**Figure 2.1: Locality Map**



Source: OpenStreetMaps



Figure 2.2: Strathfield LEP 2012 and Canterbury LEP 2015 Land Zoning Map



Source: Strathfield LEP 2012, Canterbury LEP 2015

Land use surrounding the site predominately comprises IN1 general industrial west of the Hume Highway while B5 business development and R2 low density residential are located east of the Hume Highway.

## 2.2 Abutting Road Network

The road network adjacent the proposal site is shown in Figure 2.1. A description of key roads surrounding the site is provided below.

### Hume Highway (A22)

Hume Highway (A22) is classified as a state road which generally runs in a north-south direction and forms frontage to the proposal site. Within the vicinity of the site, Hume Highway is a six-lane road divided by a 4 m wide raised median. There are three traffic lanes in each direction with a width of approximately 3.3 m wide. The road has a posted speed limit of 70 km/hr. The Hume Highway functions as a clearway at all times.



#### Muir Road

Muir Road is a local road which generally runs in an east-west direction and provides connectivity between the Hume Highway and Rookwood Road (Metroad 6). Muir Road is a four-lane road with two lanes per direction (one through lane and one parking lane) with opposing flows separated by an 8 m wide raised median. The posted speed limit on Muir Road is 60 km/hr.

#### Worth Street

Worth Street is a local road configured in an arc connecting the Hume Highway to the east and Muir Road to the south-west. Worth Street provides vehicle access to the surrounding industrial developments in the area. Worth Street is a four-lane undivided road with two lanes per direction (one through lane and one parking lane). The posted speed limit on Muir Road is 60 km/hr.

## 2.3 Existing Site Access Arrangements

Vehicle access to the site is currently provided off the Hume Highway via two separate ingress and egress access points. The existing vehicle access arrangements to/from the site is shown in Figure 2.3.

Figure 2.3: Existing Vehicle Access Arrangements



Aerial Source: Neamap





## 2.4 Public Transport

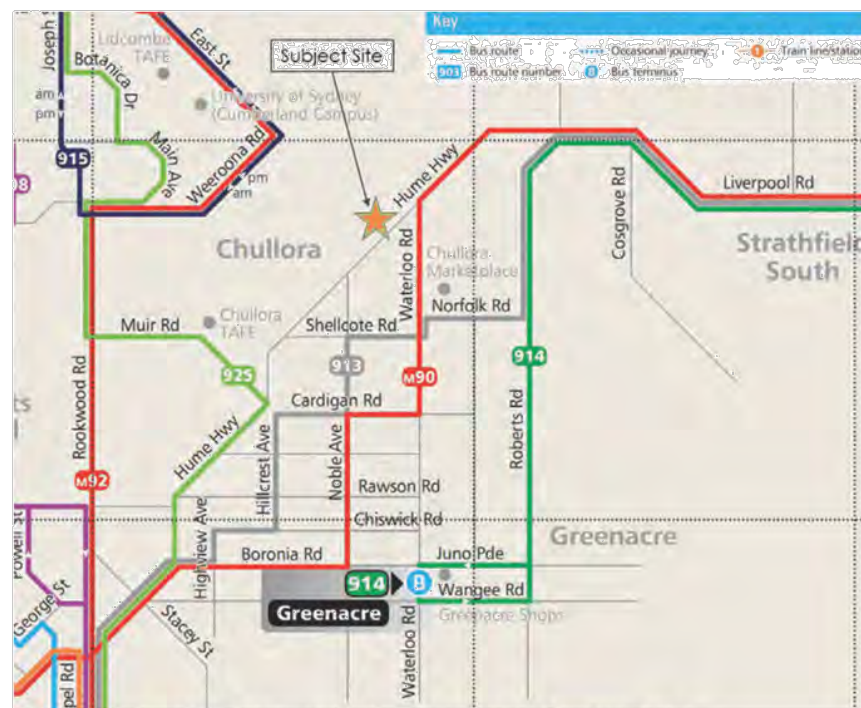
Limited public transport facilities are provided within the vicinity of the site. Within a 500m catchment radius of the site, there are currently nine existing bus stops. The majority of the bus stops are located along Waterloo Road, Shellcote Road and Norfolk Road, which service bus routes M90 and 913. A description of these routes is provided in Table 2.1.

**Table 2.1: Existing Public Transport Services**

Bus Route #	Route Description	Location of Service	Proximity to Site	Frequency (on-peak / off-peak)
M90	Burwood to Liverpool	Waterloo Road	450m walking distance	10-mins / 10-15mins
913	Bankstown to Strathfield	Shellcote Road	650m walking distance	1-hour / 1-hour

The existing public transport network is shown in Figure 2.4.

**Figure 2.4: Site Proximity to Public Transport Facilities**



Source: State Transit NSW, Parramatta, Bankstown and Liverpool bus network map

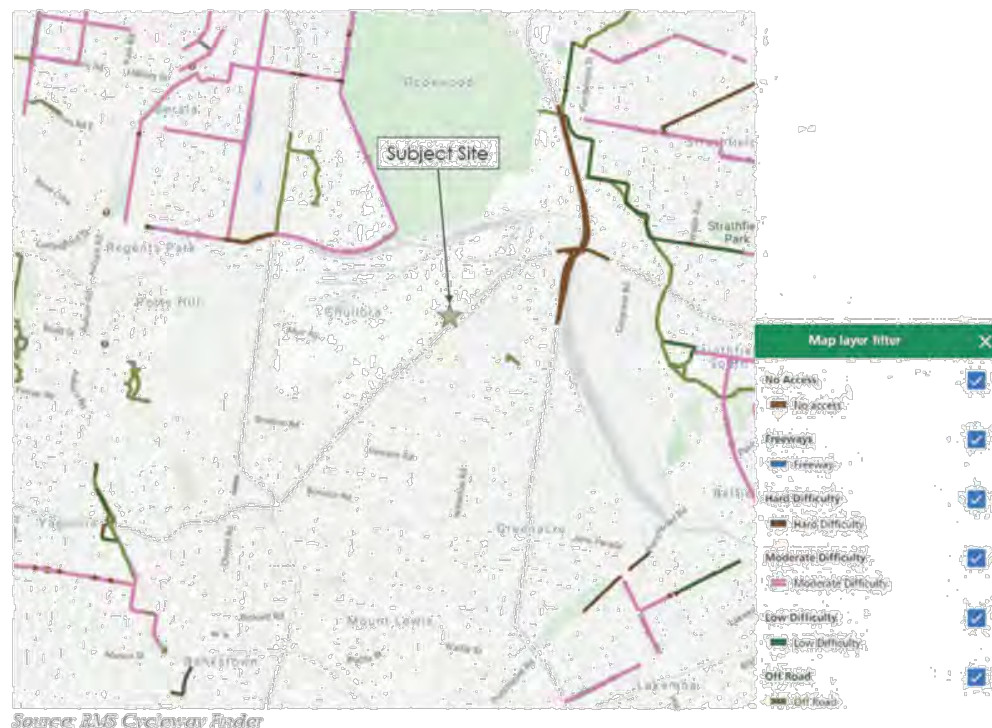


## 2.5 Pedestrian and Cycling Facilities

Limited pedestrian facilities are provided in the local area. However, pedestrian footpaths are provided on the south side of the Hume Highway and signalised pedestrian crossings are provided at the intersection of Hume Highway – Worth Street with zebra crossings across the left turn slip lanes on Hume Highway and Worth Street.

No dedicated signage or line marking are provided to indicate any cycleways within the vicinity of the site. Cycling in the vicinity of the proposal site is generally not observed. The nearest cycling route is located north of the site along Weeroona Road as shown Figure 2.5.

**Figure 2.5: Existing Cycle Routes Map**





## 2.6 Traffic Volumes

### 2.6.1 Commissioned Traffic Surveys

Traffic survey data was collected at the following intersections on Tuesday 1 September 2020 during the hours of 7:00am to 9:00am and 4:00pm to 6:00pm:

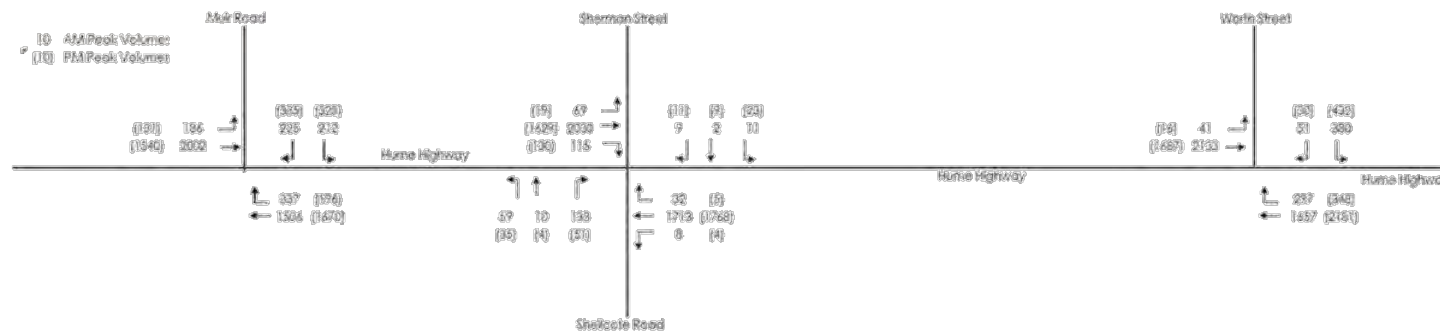
- Hume Highway – Worth Street (signal),
- Hume Highway – Sherman Street – Shellcote Road (signal), and
- Hume Highway – Muir Road (signal).

The morning and afternoon peak hour volumes are presented in Figure 2.6. The identified AM and PM peak periods are 7:45am-8:45am and 4:45pm-5:45pm respectively.





Figure 2.6: Existing Peak Hour Volumes



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### 2.6.2 RMS (Transport NSW) Traffic Volume Viewer

The current unprecedented events surrounding Covid-19 pandemic have generally affected the typical number of vehicle trips on the road network. In order to appreciate the level of traffic volume fluctuations, a comparative assessment of the historical traffic volumes on the Hume Highway has been undertaken to quantify the traffic fluctuations and to derive appropriate adjustment factors that could apply to the recent traffic survey data.

Average daily traffic data was available between 2018 and 2020 at Transport for NSW (TfNSW) Count Station (Hume Highway 43239) located 70m east of Stacey Street, Greenacre. To obtain a relative comparison between historical traffic flows and the recent traffic surveys (September 2020) the daily average traffic data for the month of August for 2018, 2019 and 2020 has been assessed.

Figure 2.1 depicts the historical August traffic fluctuations between 2018 to 2020 while Table 2.2 summarises the historical traffic volumes for the month of August to the recently commissioned traffic surveys in September 2020.

**Figure 2.7: RMS Traffic Counter Data (Counter ID 43239)**

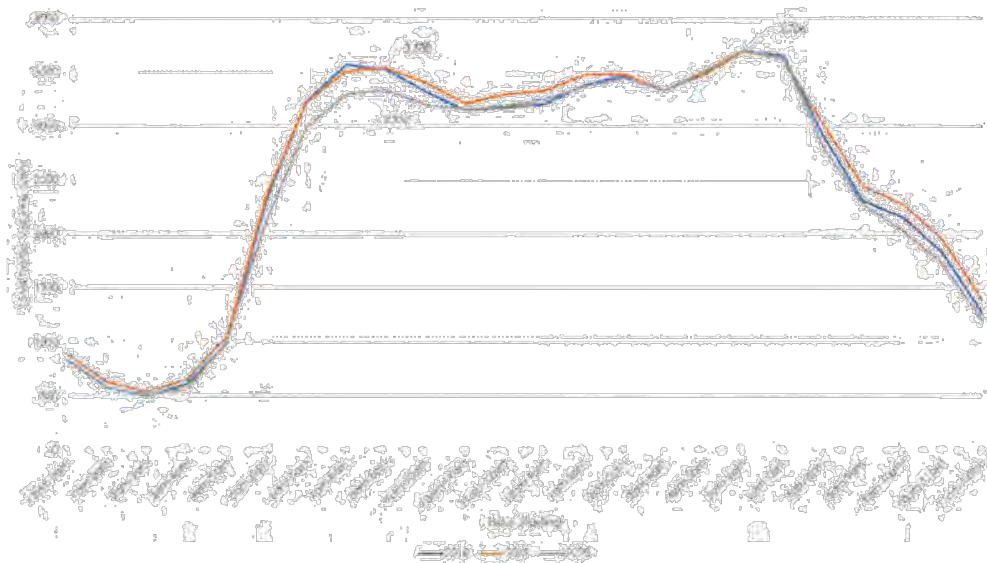




Table 2.2: Historical Traffic Volume Comparison

	Hour Starting 0800	Hour Starting 1700
RMS Counter August 2018	3,527 veh	3,700 veh
RMS Counter August 2019	3,538 veh	3,691 veh
RMS Counter August 2020	3,357 veh	3,706 veh
Commissioned Traffic Surveys (1 September 2020)	3,965 (1)	3,680 (2)

Note:

(1) Represents the average mid-block flows between the (4/5) surveyed intersections

Based on the above, it is observed that traffic volume fluctuations on Hume Highway are minor with the commissioned AM surveys indicating a larger traffic volume than historic data. On this basis, the commissioned traffic survey data has been used herein for traffic modelling purposes.



### 3 Proposed Development

#### 3.1 Proposal Description

The objective of the Planning Proposal is to enable a 'service station' on the subject site via an addendum to the current Strathfield LEP 2012. The planning proposal is to ultimately lead to a forthcoming Development Application (DA) to Strathfield Council for all uses proposed over the site.

The proposed development, located at 204 Hume Highway, would involve the construction of a new service station with two fast food restaurants and an ancillary convenience store. A full breakdown of development is as follows:

- site area: 3,962m<sup>2</sup>
- proposed service station convenience store: 251m<sup>2</sup> (approx. 100m<sup>2</sup> front-of-house (FOH), 151m<sup>2</sup> back-of-house (BOH))
- a drive-through fast food restaurant (Food & Drink 1) of 129m<sup>2</sup> (approx. 50m<sup>2</sup> FOH) and 21m<sup>2</sup> of outdoor dining
- a drive-through fast food restaurant (Food & Drink 2) of 203m<sup>2</sup> (approx. 100m<sup>2</sup> FOH)
- fuelling station canopy to service 6 fuel dispensers (or 12 light vehicles)
- 20 car parking spaces (including 2 accessible spaces).

The proposed site layout is shown in Figure 3.1 and provided in Appendix A.

**Figure 3.1: Proposed Site Layout**





### 3.2 Vehicle Access

The proposed development is to be accessed via separate ingress and egress driveways off Hume Highway. Access into the site is to be provided as left-in/ left-out movements only.

It is noted that SEPP Infrastructure (2007) Clause 101 does not permit access to and from sites to be achieved onto a classified road if there is any practicable alternative. It is noted that there is no alternative practicable access that is available.

The ingress and egress driveways will be designed to allow access for up to a 19m AV tanker refuelling truck (largest anticipated vehicle). Signage is to be installed detailing vehicle size restrictions at each fuel dispenser.

Swept paths of the proposed access is provided in Appendix B.

### 3.3 Loading Arrangements

Two loading bays are proposed on site including:

- one loading bay located adjacent to Food & Drink 1 with capacity for vehicles up to a 12.5m Heavy Rigid Vehicle (HRV)
- one loading bay located adjacent to Food & Drink 2 (the convenience store) with capacity for vehicles up to a 12.5m Heavy Rigid Vehicle (HRV).

It is anticipated that vehicles would reverse into the loading bays and exit forward out in a forward movement, as is typical for service station sites.



## 4 Parking Assessment

### 4.1 Car Parking

The parking requirements for the proposed development have been assessed against the Strathfield Municipal Council (Council) DCP 2005. Car parking requirements are set out within *Part I Provision of Off-Street Parking Facilities* in the DCP 2005.

The DCP specifies a parking rate for service station/convenience stores and drive-in take-away food outlets. As such, car parking requirements for the proposed development are summarised in Table 4.1.

**Table 4.1: Car Parking Assessment**

Land Use	Size		Minimum DCP Rate	DCP Requirement
	GEA (i)	Seas (ii)		
Work Bays (i)	-		6 spaces per work bay, plus 5 spaces per 100m <sup>2</sup> GEA for convenience store, plus	0
Convenience Store	100m <sup>2</sup>		15 spaces per 100m <sup>2</sup> of restaurant, OR 1 space per 3 seats, whichever is greater	5
Restaurant	171m <sup>2</sup>	NA		26
<b>Total</b>				<b>31</b>

(i) No work bays are proposed

(ii) Restaurant parking is based on front-of-house area and outdoor dining area

Table 4.1 indicates that the proposed development is required to provide a minimum of 31 car parking spaces including 5 spaces for the proposed service station (and convenience store) and 26 spaces for the proposed fast food premises.

However, it is believed that Council's parking rates do not take into account multi-purpose visits or the drive-through nature of the site, with the parking rate for fast food matching RMS parking rate for a standalone restaurant with no drive-through facility. Additionally, it is likely that many drivers would visit both the service station and a fast-food restaurant. On this basis, the requirement of 31 spaces is likely to be excessive.

The proposed development includes a parking provision of 20 formal car parking spaces (including 2 accessible spaces) and can accommodate an additional 12 vehicles at the fuel pump positions. Noting that most convenience store visitors would also visit the fuel pumps, it is considered that the site parking provisions are adequate to support the expected demand.





## 4.2 Drive-way Queueing Area

The DCP does not stipulate that fast food outlets with drive-through facilities need to provide a queueing area for cars.

However, the RMS Guide recommends that a drive through queue length of 10 cars be provided for a McDonalds or 6 cars for a KFC. However, allowance should be made for the queues to extend beyond the drive through, to 12 cars for a McDonalds and 8 cars for a KFC.

The proposed drive-through facilities have been designed to accommodate approximately 12 vehicles for Food & Drink 1 and 9 vehicles for Food and Drink 2. Therefore, the proposed drive-through facility has satisfactory vehicle queue storage area.

## 4.3 Accessible Parking Requirements

Council's DCP does not stipulate specific parking rates for accessible parking spaces. The Building Code of Australia (BCA) recommends accessible parking spaces to be provided at a rate of 1 space for every 50 car parking spaces or part thereof. Therefore, for a provision of 20 formal car parking spaces, the development is required one accessible space. It is proposed to provide two accessible parking spaces, which complies with BCA requirements.

## 4.4 Bicycle Parking

The DCP does not stipulate bicycle parking requirements for service station/convenience stores or drive-in take-away food outlets.

## 4.5 Servicing and Deliveries

Council's DCP does not stipulate specific parking rates for delivery and service vehicles.

However, in accordance with the RMS *Guide to Traffic Generating Developments* states that "provision is to be made on-site or at a convenient location for the type of delivery or service vehicle appropriate to the type of development".

On this basis, two separate loading bay areas are proposed for the development, accommodating vehicles up to a 12.5m Heavy Rigid Vehicle.



#### 4.6 Car Parking Layout

The service station car park and associated access arrangements will be designed in accordance with Australian Standard requirements, namely AS2890:2004.

All parking spaces are to be designed as Australian Standard Class 3A car parking spaces (which have minimum dimensions of 2.6m wide by 5.4m long with aisle width of 6.6m).

The accessible parking spaces are to be designed as per AS2890.6:2009 (with dimensions of 2.4m wide by 5.4m long and an adjacent shared space of equal dimensions with bollard).

A fuel dispensing canopy of 4.5m height clearance or higher will be provided to ensure passage for heavy vehicles e.g. the fuel tanker. The internal circulation within the development has been designed to accommodate vehicles up to and including a 19m Articulated Vehicle (i.e. approximate size of a fuel tanker). All service vehicles would be able to enter and exit the site in a forward direction.



## 5 Traffic Impact Assessment

### 5.1 Traffic Generation Estimates

#### 5.1.1 Fast Food Services

The site provides two fast food outlets, each including a drive-through facility.

Traffic generation estimates for the proposed fast food premises have been assessed using Transport for NSW' *Draft Guide to Transport Impact Assessments (March 2018)* (herein, draft TfNSW Guide). This includes information from updated studies from those contained in the *RTA Guide to Traffic Generating Developments 2002* on service stations across New South Wales.

For fast food restaurants, the draft TfNSW Guide provides sample survey data for three fast food chains, namely McDonalds, KFC and Hungry Jacks. Notably, McDonalds generates the highest trip rates while KFC does not generate AM peak trips as this is usually outside of its general operating hours.

Notwithstanding that a McDonalds and a Hungry Jacks are both located some 800-900m east of the subject site on Roberts Road (A3), for the purpose of this analysis the more conservative traffic generation estimate has been adopted for the proposed fast food restaurants i.e. McDonalds traffic generation and Hungry Jacks.

As provided in the draft TfNSW Guide, the traffic generation estimates for a McDonalds restaurant and Hungry Jacks restaurant during the road network peak for Sydney area, are provided in Table 5.1.

**Table 5.1: Fast Food Traffic Generation**

Sample	Traffic Generation	
	AM Peak	PM Peak
McDonalds	119	138
Hungry Jacks	18	72
<b>Total Trips</b>	<b>137 trips</b>	<b>210 trips</b>

The draft TfNSW Guide indicates that a portion of the above traffic generation is passing trade as follows:

- McDonalds - 51% passing trade
- Hungry Jacks - 54% passing trade

An average of 50% passing trade has been adopted for the purposes of this assessment. On this basis, the proposed fast food restaurants are estimated to generate a net increase of 69 and 105 trips per hour into the road network during the AM and PM peak periods



respectively. An additional 68 and 105 tips per hour is anticipated to be passed by vehicles undertaking a detour via the site.

### 5.1.2 Service Station

The *RIA Guide to Traffic Generating Developments 2002* suggests the following peak hour traffic generation equation for service station developments:

- Evening peak hour vehicle tip rate =  $0.66 \times \text{GFA of convenience store}$

Therefore, the proposed site of 251m<sup>2</sup> GFA is estimated to generate 166 vehicle tips per hour.

However, more up to date survey data of service stations is available in the report, *Roads and Maritime Services Tip Generation Surveys, Service Stations, Analysis Report* (2013) by TEF Consulting.

The Service Station Analysis Report has been produced for the draft TNSW guide however, the report provides greater detail than the draft TNSW guide. This study undertaken for Roads and Maritime Services includes survey data for a number of service stations, with varying services. For recent Land & Environment Court cases, TIPP has undertaken a detailed analysis of the survey sites that include a service station plus convenience store and have excluded any that include additional provisions such as fast food restaurants, to obtain an understanding of the traffic generation of service stations only.

Based on this data, the relationship between the number of peak hour vehicle tips and the number of fuel pumps was determined as shown in Figure 5.1 and Figure 5.2.

Figure 5.1: Morning Peak Hour Tips vs Number of Pumps

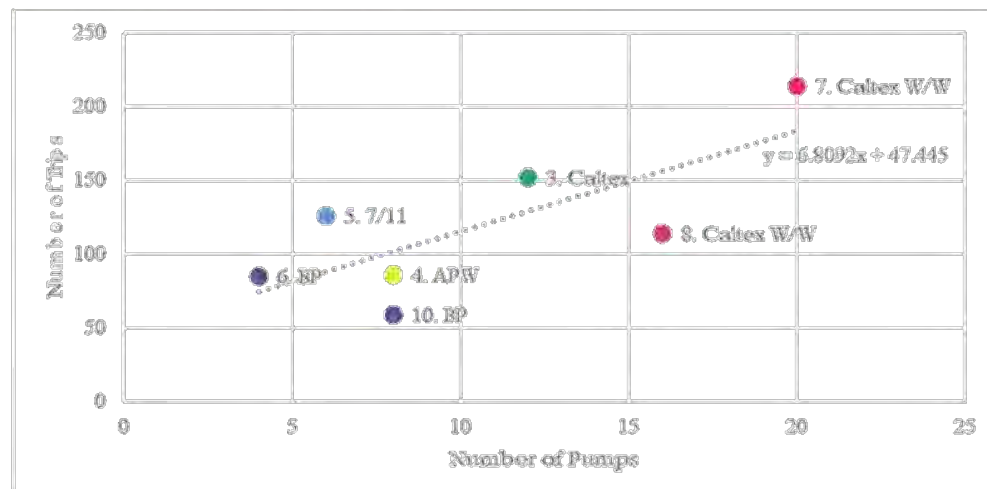
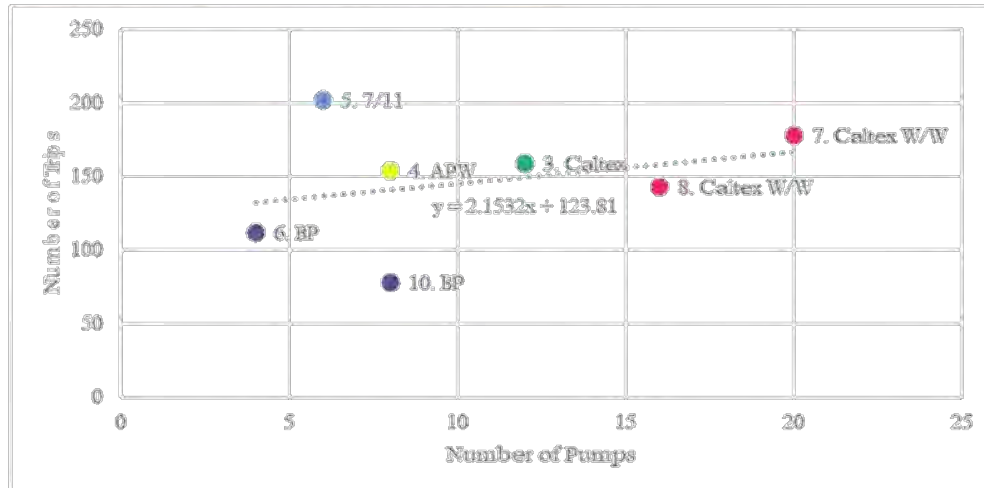




Figure 5.2: Evening Peak Hour Trips vs Number Pumps



Based on the regression equations obtained from the graphs in Figure 5.1 and Figure 5.2, the estimated number of trips generated by the proposed development has been assessed.

Based on a capacity of 12 pumps (12 light vehicle positions), the trip generation of the service station is summarised in Table 5.2.

Table 5.2: Service Station Traffic Generation

Land Use	Size	Trip Rate		Traffic Generation	
		AM Peak	PM Peak	AM Peak	PM Peak
Service Station	12 Pumps (P)	$6.8092 P + 47.445$	$2.1532 P + 123.81$	120	150

Based on the regression formulas as calculated in Figure 5.1 and Figure 5.2, it is estimated that the proposed development could generate up to 150 vehicle trips per hour during the busiest peak period.

Further to this, the site is located on a major arterial road (the Hume Highway) and is therefore expected to attract a significant proportion of passing trade i.e. traffic already on the road network passing the site. The RMS's Guide indicates that passing trade for service stations would typically be at least 50% although surveys undertaken by TTPP at other service stations suggest that this can be in the order of 59-71%.

However, as a conservative analysis using the 50% figure, the proposed service station could be expected to generate a net additional 75 trips per hour during the peak periods to the road network (i.e. new primary trips).



### 5.1.3 Summary

A summary of the estimated traffic generation arising from the proposed development is provided in Table 5.3.

**Table 5.3: Traffic Generation Summary**

Development	Traffic Generation		Parking Ratio	Additional Vehicle Trips	
	AM Peak	PM Peak		AM Peak	PM Peak
Service Station	129	150	50%	65	73
Fast Food 1 (McDonalds)	119	138	50%	60	69
Fast Food 2 (Hungry Jacks)	18	72	50%	9	36
<b>Total</b>	<b>266</b>	<b>360</b>	<b>-</b>	<b>133</b>	<b>180</b>

Table 5.3 indicates that the proposed development is expected to generate a total of 266-360 vehicles per hour during the road network peak periods. This would include a net increase of 133-180 vehicle trips per hour to the road network.

However, the above does not take into account multi-purpose trips between the fast food restaurant and service station, with the fast food and service station anticipated to overlap in customers. On this basis, the above traffic generation estimate is conservative.

## 5.2 Background Traffic Growth

Future traffic growth has been estimated based on the Sydney's Strategic Travel Forecast Model (STEM) provided by TfNSW in September 2020. The STEM is a strategic transport planning model that considers population and employment growths and is used for high level assessment of major infrastructure proposals, transport strategies and policy decision making.

The STEM provides future year traffic forecasts to determine the relative traffic growth from the baseline traffic to provide estimations for future year traffic conditions. Traffic growth data from the STEM for the relevant roads are presented in Appendix D.

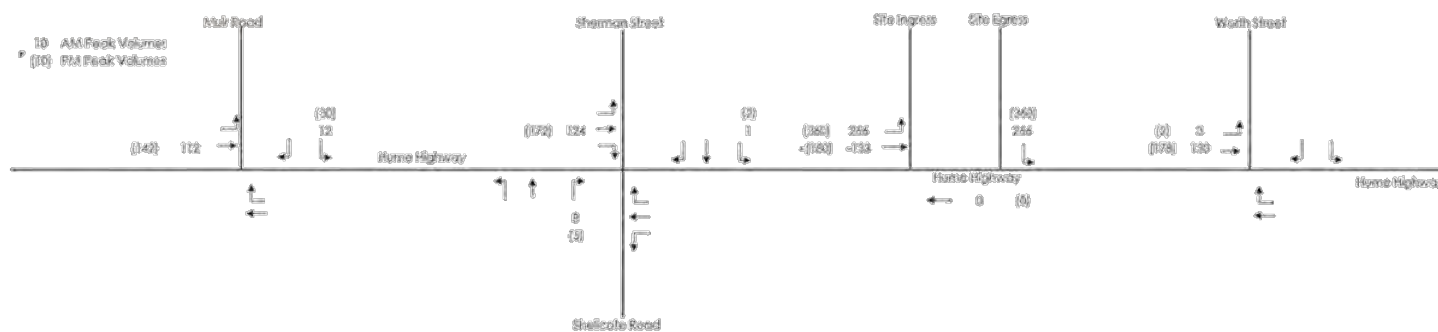
## 5.3 Traffic Distribution

The development traffic will access the site from eastbound lanes on the Hume Highway via left-in/left-out arrangement. The proposed development traffic has been distributed based on existing turning movement proportions, that is, Hume Highway carries on more traffic than Muir Road, Sherman Street, Shellcote Road and Worth Street. The distribution of the estimated traffic generation is shown in Figure 5.3.





Figure 5.3: Home Highway – Site Access Volumes





## 5.4 Traffic Impact

### 5.4.1 Intersection Modelling Criteria

Network capacity analysis has been undertaken using the computer-based modelling package SIDRA Intersection 9.0. Roads and Maritime uses the performance measure Level of Service to establish the efficiency of an intersection under given prevailing traffic conditions.

Level of service (LoS) is directly related to the delays experienced by traffic traversing the intersection. Level of service indicators range from A (indicating good intersection operation) to F (indicating over-saturated conditions with long delays and queues). LoS D is the long-term desirable level of service.

At signalised intersections, the average delay is the volume weighted average of all movements. For roundabouts and priority (give way and stop sign) controlled intersections, the average delay relates to the worst movement.

Table 5.4 shows the criteria that SIDRA Intersection adopts in assessing the LoS.

**Table 5.4: Level of Service Criteria for Intersection Operation**

LoS	Average Delay per vehicle (sec/veh)	Traffic Signals, Roundabouts	Give Way & Stop Sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	Greater than 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode or major treatment

### 5.4.2 Modelling Results

The modelling results for the existing Year 2020, with and without development, is presented in Table 5.5. The modelling results for a 10-year horizon (Year 2030) is presented in Table 5.6.



Table S.5: 2020 Intersection Operation

Intersection	Morning Peak (7:45AM – 8:45AM)				Evening Peak (4:45PM – 5:45PM)			
	2020 Existing		2020 Existing + Development		2020 Existing		2020 Existing + Development	
	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS
Hume Highway – Muir Road	14	A	14	A	17	B	18	B
Hume Highway – Sherman Street – Shelcote Road	12	A	13	A	9	A	9	A
Hume Highway – Worth Street	11	A	12	A	9	A	11	A

Table S.6: 2030 Intersection Operation

Intersection	Morning Peak (7:45AM – 8:45AM)				Evening Peak (4:45PM – 5:45PM)			
	2030 Base		2030 Base + Development		2030 Base		2030 Base + Development	
	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS	Ave. Delay (s)	LoS
Hume Highway – Muir Road	19	B	21	B	19	B	19	B
Hume Highway – Sherman Street – Shelcote Road	14	W	14	W	11	W	11	W
Hume Highway – Worth Street	16	B	17	B	20	B	22	B

The SIDRA network modeling undertaken by TPP indicates that the existing road network is operating well with LoS B or better in both assessed peak periods in the existing and 10-year future base scenarios.

The additional development traffic and diverted traffic is expected to have a negligible impact on the road network, with delays and level of service anticipated to generally remain consistent with existing conditions.



## 6 Conclusion

This traffic impact assessment report relates to a proposed new service station with two fast food restaurants and an ancillary convenience store at the 204 Hume Highway, Chulora NSW. The key findings of the report are presented below.

- The planning proposal seeks approval to amend the current Strathfield LEP 2012 to permit 'service station' use over the subject site. The planning proposal is to ultimately lead to a forthcoming development application to Strathfield Council for all uses proposed over the site.
- The proposed development would involve redeveloping the existing car yard with a new service station with capacity for 6 fuel dispensers (or 12 light vehicle positions). The development also includes two drive-through fast food outlets and parking for cars.
- Vehicle access to the subject site would be provided off Hume Highway, via separate ingress and egress driveways operating with as left in/ left out only.
- The DCP requires the development to provide a minimum of 31 car parking spaces including 5 spaces to accommodate the convenience store and 26 spaces to accommodate the fast food premises.
- The DCP rate is considered to be excessive as it does not take into account multi-purpose visits (i.e. visitors would access both the service station and a fast food restaurant in one trip) and that a number of visitors would be going through the drive-through, with the restaurant parking rate matching the RMS Guide rate for a standalone restaurant. Therefore, the actual parking requirement is likely to be lower than the DCP estimate.
- The proposed development includes 20 car spaces and capacity for an additional 12 vehicles at the fuel pumps, which is considered adequate to service the fast food facility and the convenience store.
- One parking space is required to be accessible. The proposed development is compliant with two accessible spaces.
- The proposed development is estimated to generate 266 and 360 vehicle trips per hour in the morning and evening peak periods respectively, with 50% anticipated to be pass-by trips.
- SIDRA Network modelling of the existing road network and anticipated future road network (Year 2030) indicates that the development would have a negligible traffic impact.

Overall, the traffic and parking aspects of the proposed development is considered to be satisfactory.

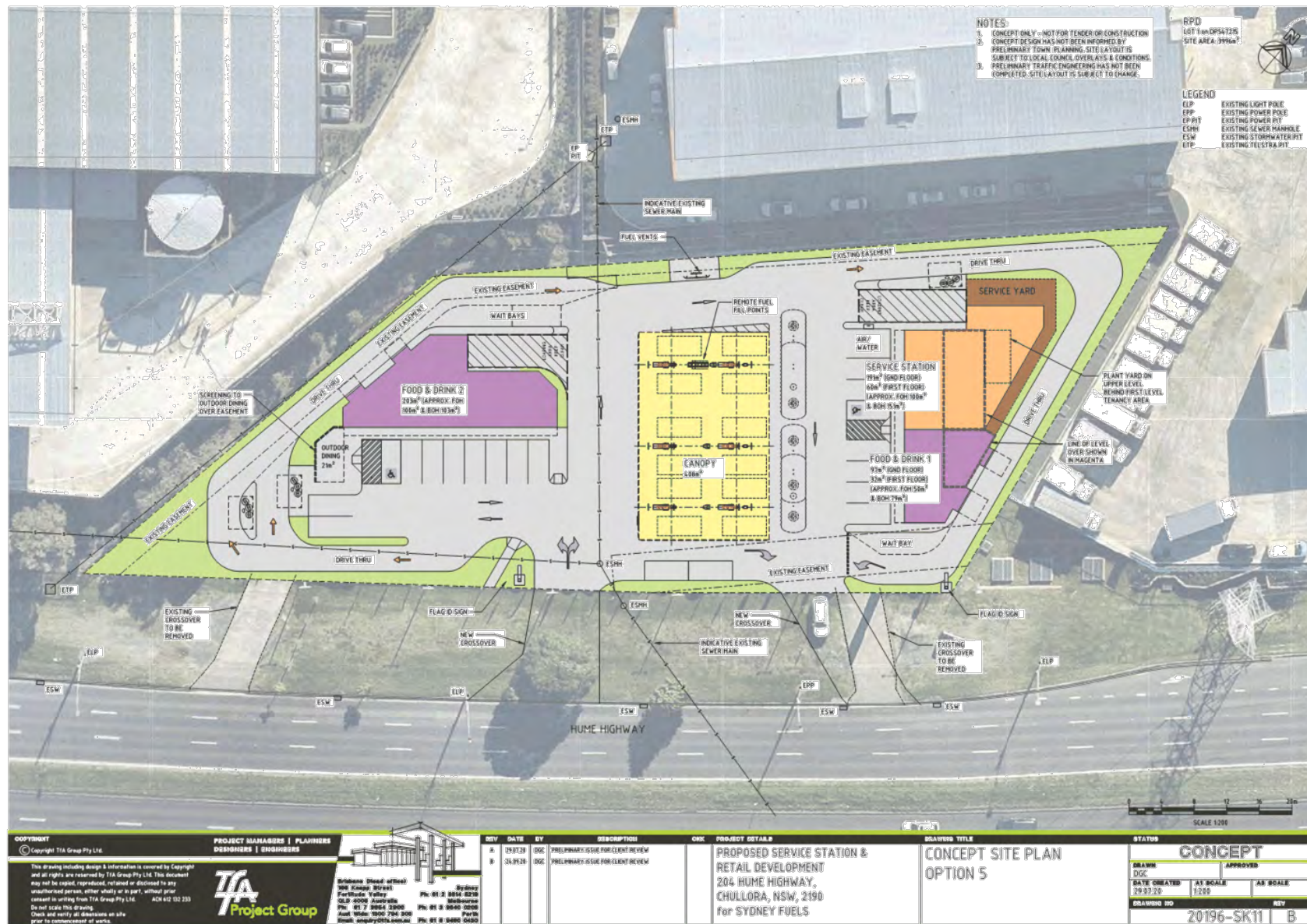


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## Appendix A

### Concept Layout





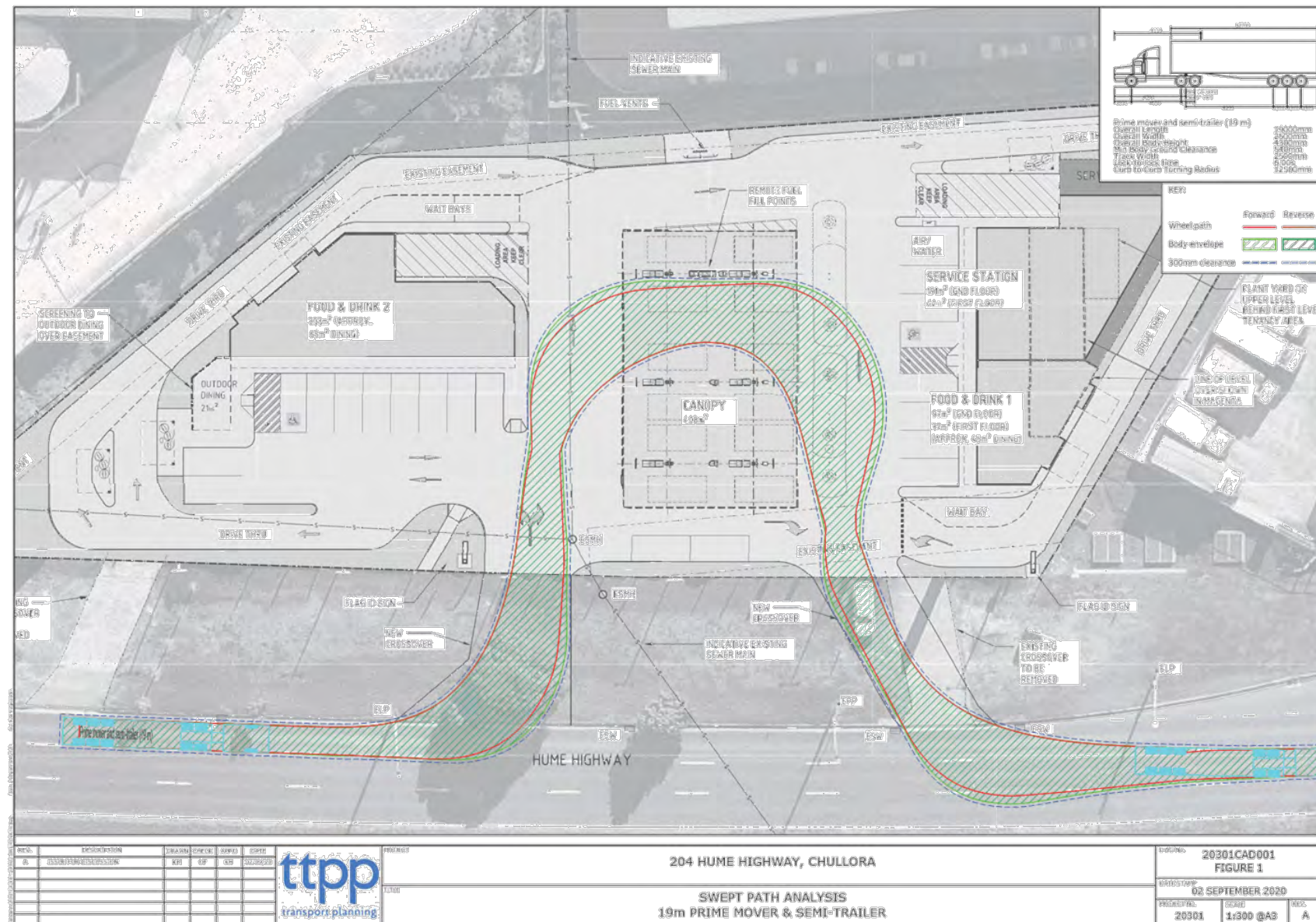




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## Appendix B

### Swept Path



The Transport Planning Partnership  
Suite 402 Level 4, 22 Atchison Street  
St Leonards NSW 2065

P.O. Box 237  
St Leonards NSW 1590

02 8437 7800

[info@tipp.net.au](mailto:info@tipp.net.au)

[www.tipp.net.au](http://www.tipp.net.au)