

Ordinary Council Meeting

Tuesday 28 March 2023

Seating Plan for Council meetings



Statement of ethical obligations

| Obligations | |
|--|---|
| Oath [Affirmation] of Office by Councillors | I swear [solemnly and sincerely declare and affirm] that I will undertake the duties of the office of councillor in the best interests of the people of Randwick City and the Randwick City Council and that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the Local Government Act 1993 or any other Act to the best of my ability and judgment. |
| Code of Conduct conflict of interests | |
| Pecuniary interests | <p>A Councillor who has a pecuniary interest in any matter with which the council is concerned, and who is present at a meeting of the council at which the matter is being considered, must disclose the nature of the interest to the meeting.</p> <p>The Councillor must not be present at, or in sight of, the meeting:</p> <ul style="list-style-type: none">a) at any time during which the matter is being considered or discussed, orb) at any time during which the council is voting on any question in relation to the matter. |
| Non-pecuniary conflict of interests | A Councillor who has a non-pecuniary conflict of interest in a matter, must disclose the relevant private interest in relation to the matter fully and on each occasion on which the non-pecuniary conflict of interest arises in relation to the matter. |
| Significant non-pecuniary interests | A Councillor who has a significant non-pecuniary conflict of interest in relation to a matter under consideration at a council meeting, must manage the conflict of interest as if they had a pecuniary interest in the matter. |
| Non-significant non-pecuniary interests | A Councillor who determines that they have a non-pecuniary conflict of interest in a matter that is not significant and does not require further action, when disclosing the interest must also explain why conflict of interest is not significant and does not require further action in the circumstances. |



Notice is hereby given that an Ordinary Council meeting of Randwick City Council will be held in the Council Chamber, 1st Floor, Randwick Town Hall, 90 Avoca St, Randwick on Tuesday, 28 March 2023 at 7pm

Acknowledgement of the Local Indigenous People & Prayer

Acknowledgement of Country

"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples who occupied the Sydney Coast, being the traditional owners. On behalf of Randwick City Council, I acknowledge and pay my respects to the Elders past and present, and to Aboriginal people in attendance today."

Prayer

"Almighty God,

We humbly beseech you to bestow your blessings upon this Council and to direct and prosper our deliberations to the advancement of your glory and the true welfare of the people of Randwick and Australia. Amen"

Apologies/Granting of Leave of Absences

Requests to attend meeting by audio-visual link

Confirmation of the Minutes

Ordinary Council - 28 February 2023

Extraordinary Council - 7 March 2023

Declarations of Pecuniary and Non-Pecuniary Interests

Address of Council by Members of the Public

Privacy warning:

In respect to Privacy & Personal Information Protection Act, members of the public are advised that the proceedings of this meeting will be recorded for the purposes of clause 5.20-5.23 of Council's Code of Meeting Practice.

Audio/video recording of meetings prohibited without permission;

A person may be expelled from a meeting for using, or having used, an audio/video recorder without the express authority of the Council.

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Questions with Notice

Nil

Closed Session (record of voting required)

| | |
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| CP5/23 | Appointment of additional expert members for the Randwick Local Planning Panel <i>This matter is considered to be confidential under Section 10A(2) (a) (c) Of the Local Government Act, as it deals with personnel matters concerning particular individuals (other than Councillors); AND information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business. (This report includes recommendations for expert members on RLPP. This information should not be publically available until the decision has been made and individuals involved have been notified of the outcome (i.e. offered positions). Further, if relevant parties are aware of the recommendation before the report is considered, they may jeopardise the process by making representations to staff or Councillors seeking special consideration).</i> |
| CC5/23 | Tender for Production Printing Equipment and Services - T2023-17 <i>This matter is considered to be confidential under Section 10A(2) (d) Of the Local Government Act, as it deals with commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.</i> |
| CS12/23 | JCDeaux - Contract for Provision and Maintenance of Street Furniture - Deed of Variation <i>This matter is considered to be confidential under Section 10A(2) (d) Of the Local Government Act, as it deals with commercial information of a confidential nature that</i> |

would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.

CO17/23 Tender for Provision of Linemarking Services - SSROC T2022-03

This matter is considered to be confidential under Section 10A(2) (d) Of the Local Government Act, as it deals with commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the Council; or (iii) reveal a trade secret.

Notice of Rescission Motions

Nil

Petitions

Kerry Kyriacou
ACTING GENERAL MANAGER

Mayoral Minute No. MM8/23

Subject: Artificial Reef - Sydney Dive Wreck

Motion:

That Council writes a letter of support for the proposal by Gordons Bay Scuba Diving Club for an Artificial Reef at a site 4 kilometers off Coogee.

Background:

The Gordons Bay Scuba Diving Club proposes to create an artificial reef by scuttling an ex-Navy ship off the Sydney Coast. The artificial reef would be built by acquiring the ship, thoroughly stripping and cleaning the ship to remove any unwanted components and sinking it at a site 4 kilometres off Coogee.

The Club outline that the Artificial Reef will provide benefits including:

- Additional recreational options to the community (Scuba diving and snorkelling at the Artificial Reef);
- Increased marine biodiversity from the marine life that will use the Artificial Reef as a habitat;
- Increased opportunities for conducting marine research on the Artificial Reef; and
- Additional revenue to local businesses through increased tourism;

The potential cost is \$6-10M for preparation and low, ongoing maintenance cost.

The Club have been advised that several Navy ships are potentially available in the coming years. These include Armidale Patrol Boats, Survey Motor Launches and Hydrographic Ships. It is expected that a Navy Ship will be gifted by the Federal Government.

It is planned that the Artificial Reef will provide a safe environment for divers with a specifically prepared wreck with safety holes cut for light and exit from within the ship at a recreational dive depth.

The Artificial Reef will provide opportunity for NSW employment during ship preparation and ongoing.

There is a petition of over 13,500 signatures (approximately 4,000 from the Randwick LGA) in support of the proposal to be tabled in NSW Parliament, at a date to be determined. The Club are seeking a letter of support from Council for the proposal.

Council's Economic Development Strategy aims to attract people from around Australia and the world to do business, work and visit. It outlines the strategic approach to develop and implement a destination management plan to promote Randwick City's diverse experiences and Indigenous cultural strengths by 2032. The proposed Artificial Reef could be considered for inclusion as part of this plan.

Source of funding:

There is no financial implication to Council in relation to this matter.

Attachment/s:

Nil

Responsible officer: The Mayor, Cr Dylan Parker
File Reference: F2022/06574

Mayoral Minute No. MM9/23

Subject: Financial Assistance and Donations - February - March 2023

Motion:

That Council:

- a) note the purchase 3 tickets to the Randwick Rugby's 2023 Annual Lunch that was held on 17 March 2023, totaling \$604.50 to be funded from the 2022-23 Contingency Fund, for interested Councillors to attend the fundraising lunch in support of the Club;
- b) waive the fees associated with the Running for Premature Babies Kids Fun Run being held on 20 August 2023 totaling \$680 and make a \$3,000 contribution towards the cost of a BBQ and medals for the participants, to be funded from the 2022-23 Contingency Fund, per year for a total of 3 years (2023-2025);
- c) note the contribution of \$1,770.08 towards staging and AV for the Randwick Netball Season Launch that was held on 25 March 2023, funded from the 2022-23 Contingency Fund;
- d) note the donation of seedlings to the value of \$300 from Council's Nursery, to be funded from the 2022-23 Contingency Fund, towards the UNSW Health Promotion Unit's activation to assist students with a new platform designed to support mental health and wellbeing in partnership with Arc;
- e) approve a donation of plants to the value of \$400 from Council's Nursery, to be funded from the 2022-23 Contingency Fund, for the Mother's Day stall being held by St Aiden's Primary School Parents and Friends Association in May to support the fund raising efforts for the school;
- f) contribute \$2,500 towards the Randwick Boys and Randwick Girls High Schools production of the "Behind Every Door is a Story" show at NIDA on 26 and 27 April 2023, to be funded from the 2022-23 Contingency Fund;
- g) note the waiving of fees for Marie Tesoriero, Community Service Award recipient at Australia Day 2023, to hold a fete stall at the 2023 Spot Festival with all profits going to the Sydney Children's Hospital; totalling \$260 to be funded from the 2022-23 Contingency Fund, and
- h) note the waiving of fees, totalling \$3,060 to be funded from the 2022-23 Contingency Fund, for the Surf Life Saving Sydney Branch Junior Surf Sports Pool Rescue Clinic that was held at the Des Renford Leisure Centre on 12 and 19 March 2023.

Background:

Randwick Rugby's 2023 Annual Lunch

The Randwick Rugby Club's Annual Lunch was held on 17 March 2023, supporting player scholarship, education, injury and social welfare programs. The annual fundraising event makes a huge difference to all the players, both male and female, senior and junior.

Due to the timing, I made the decision as Mayor to purchase tickets for interested Councillors to attend in support of the Club, totalling \$604.50. This is in line with support provided by Council in previous years.

Running for Premature Babies Kids Fun Run

The Running for Premature Babies Kids Fun Run is being held on 20 August 2023 at Grant Reserve, Coogee. The annual event is held to raise awareness and funding for neonatal hospital equipment.

I recently met with the Founder and CEO of Running for Premature Babies to hear more about the wonderful work that they do, making a huge difference to the health of our community.

Running for Premature Babies started in 2007 when Founder, Sophie Smith OAM and her late husband Ash lost their three premature triplets due to complications. When their babies were in hospital, Sophie and Ash realised that most of the machines that kept their boys alive were donated and that the hospital relied on fundraising for 70% of the equipment in the unit. What began as a quest to run the SMH Half Marathon and raise \$20,000 for one new humidicrib for the hospital in memory of their boys, grew into what is now the Running for Premature Babies Foundation.

The Foundation has so far raised over \$5 million for life saving neonatal equipment and funded research to solve the many mysteries of prematurity and advance the care of premature babies for the future.

I received the request to support this worthy cause by waiving the fees associated with holding the event at Grant Reserve, Coogee and contributing towards the cost of a BBQ and medals for the participants.

The fees associated with holding the event at Grant Reserve, Coogee are outlined as follows:

| | |
|----------------------------|----------|
| Application Fee: | \$202.00 |
| Community Event Park Hire: | \$478.00 |
| Total: | \$680.00 |

I propose waiving these fees and contributing \$3,000 towards the cost of a BBQ and medals for the participants, per year for a total of 3 years. Council's logo will be included on the back of the medals in acknowledgement of our support. This is in line with support provided in previous years and will ensure that more funds raised go towards much needed neonatal hospital equipment.

Randwick Netball Season Launch – 25 March 2023

The Randwick Netball Season Launch was held on 25 March 2023 at Heffron Park. The event included the opening of a Jubilee Garden in honour of the Queen's Jubilee, honoured members who were awarded an Order of Australia Medal on Australia Day, acknowledged the recipient of the Anne Clark Service award and celebrated the 30 clubs and members.

Council's support was requested and as such, assistance was provided with staging and AV for the event. Due to the timing, I approved the contribution of \$1,770.08 towards the staging and AV on this occasion. This support is in line with support provided in previous years.

UNSW and Arc mental health and wellbeing support platform

UNSW and Arc are partnering to assist new and returning international and domestic students access a new platform designed to support their mental health and wellbeing. Stalls are being held for 7 weeks as an activation for this initiative. Further stalls will be held for O-Week in May.

Representatives from UNSW reached out to me to request a donation of plants to hand out at the stalls, to encourage participation and raise awareness. I approved a donation of plants from Council's nursery to the value of \$300 in support of this worthy initiative.

St Aiden's Primary School Mother's Day Stall

St Aiden's Primary School in Maroubra, through their Parents and Friends Association, has requested a donation of plants from the Randwick Nursery for their Mother's Day stall being held in May. I propose a donation of plants to the value of \$400 for the Mother's Day stall in support of fundraising efforts for the school.

Randwick Boys and Randwick Girls High Schools annual production at NIDA

Every year for the past decade, both Randwick Boys High School and Randwick Girls High School have combined to present a variety show, traditionally at NIDA. The 2023 show is being held on 26 and 28 April and themed “Behind Every Door is a Story”, consisting of several dance and musical numbers presented by students in years 7 to 12.

The funding for the show comes from the fees paid by students who participate, sponsors, the voluntary labour of parents and others, as well as donations received. The schools have contacted me to request a contribution towards this year’s show, as has been done in previous years.

The schools are very grateful for Council’s generosity and support in previous years. In continued support for the schools, I propose contributing \$2,500 towards the production of the 2023 show.

Marie Tesoriero – Spot Festival

Marie Tesoriero was a Community Service Award Recipient at Council’s Australia Day Awards 2023. Marie requested the waiving of fees associated with holding a fete stall at the Spot Festival held on 26 March 2023. All funds raised from the fete stall will go to the Sydney Children’s Hospital. Due to the timing, I made the decision as Mayor to waive the fees associated with the stall at the Spot Festival on this occasion in support of this worthy cause.

Surf Life Saving Sydney – Use of 4 Lanes at the Des Renford Centre

The Surf Life Saving Sydney Branch Junior Surf Sports Pool Rescue Clinic was held on 12 and 19 March 2023, offered to youth members of their 15 surf clubs. The Branch requested that Council waive the fees associated with holding the Clinic at the Des Renford Leisure Centre, totalling \$3,060, in line with support provided by Council in previous years.

Due to the timing, I made the decision as Mayor to approve the fee waiver on this occasion so that the Branch were able to conduct the clinic for the benefit of youth members of our local clubs.

Source of funding:

The financial implication to Council will be \$12,574.58 to be funded from the 2022-23 Contingency Fund, and \$3,680 to be funded from the 2023-24 and 2024-25 Contingency Fund.

Attachment/s:

Nil

Responsible officer: The Mayor, Cr Dylan Parker

File Reference: F2023/06574

Mayoral Minute No. MM10/23

Subject: ZERO Childhood Cancer Program

Motion:

That Council acknowledge the important work of ZERO and their success in receiving funding to expand the ZERO Childhood Cancer Program to every child with cancer across the country.

Background:

Since 2017, led in partnership by Children's Cancer Institute and the Kids Cancer Centre at Sydney Children's Hospital in Randwick, ZERO has offered precision medicine to Australian children with the highest risk cancers facing less than 30 per cent chance of survival. Over 900 children with high-risk and rare cancers have been enrolled across Australia.

ZERO includes all nine of Australia's children's hospitals as well as 22 national and international research partners and is based on the premise that every child's cancer is unique. Sophisticated genomic analysis is performed for each child enrolled on the program, allowing scientists to look for genetic alterations that may be driving the cancer's growth, then search for drugs capable of targeting those alterations. This information is returned to the clinicians treating the child, to help inform their decision-making.

Minderoo Foundation has supported ZERO since 2017 and has partnered with the Australian Government through the Department of Health's Medical Research Future Fund, to jointly provide \$67 million of funding to expand the ZERO Childhood Cancer Program to all young Australians with cancer.

The program will now be made available to children diagnosed with any type of cancer, irrespective of their cancer risk. The expansion will be done in stages, starting with all children diagnosed with brain cancers, then rolling out to all other types of childhood cancers as the year progresses.

ZERO brings together leading clinicians and researchers and embraces research-driven clinical care to achieve better outcomes for children with cancer, now and into the future. The important work of ZERO, and their success in receiving funding to expand the ZERO Childhood Cancer Program to every child with cancer across the country, is worthy of acknowledgement.

Source of funding:

N/A.

Attachment/s:

Nil

Responsible officer: The Mayor, Cr Dylan Parker

File Reference: F2023/06574

Mayoral Minute No. MM11/23

Subject: Illuminating Randwick Town Hall

Motion:

That Council:

- a) notes the ongoing investigation of permanent infrastructure to illuminate or project colours on the Randwick Town Hall for the purposes of promoting, recognising and supporting community events, causes and messages;
- b) subject to a budget allocation and successful procurement, develops guidelines for considering and approving requests from not-for-profit or community organisations to illuminate the Randwick Town Hall; and
- c) considers the request to light up the Town Hall in purple for World Inflammatory Bowel Disease Day alongside other future requests from not-for-profit or community organisations to illuminate the Randwick Town Hall.

Background:

Council receives many requests from not-for-profit and community organisations to support worthy causes by lighting up the Randwick Town Hall. A recent example was the request I received to light up the Town Hall in purple for World Inflammatory Bowel Disease (IBD) Day on 19 May to raise awareness and recognise people living with Crohn's disease and ulcerative colitis.

Council has previously arranged the illumination of Randwick Town Hall for one-off occasions, costing approximately \$3,500 each time.

With the increase in such requests, investigations have commenced for permanent infrastructure to enable the changing of the colours to light up the Town Hall with maximum impact. The cost to install permanent infrastructure for the illumination and projection of colours on the Randwick Town Hall will be approximately \$220,000 plus annual maintenance. Due to the cost, Council will need to go through the appropriate procurement process and approve a funding allocation in the budget.

It would be important for requests to illuminate or project colours on the Town Hall to be effectively managed to meet community expectations while preserving the integrity of Randwick Town Hall. It would also be important to consider that if the Town Hall is illuminated on a very regular basis, some of the intended impact may be lost.

As such, guidelines would need to be developed to assist in the consideration and approval of requests from not-for-profit and community organisations to illuminate or project colours on the Town Hall, ensuring a consistent and transparent approach to managing illumination requests.

The guidelines should also allow Council to determine to illuminate Town Hall to promote civic events, culturally significant calendar dates and community messages.

The initiative would support Council's strategies to develop vibrant, active places and attract people to Randwick City. By providing a way to promote and support culturally significant calendar dates and community messages, the initiative would also support the development of a resilient city where people are engaged, informed, connected and feel a sense of community and belonging.

Source of funding:

There is no financial implication to Council at this stage.

The cost to install permanent infrastructure for the illumination and projection of colours on the Randwick Town Hall will be approximately \$220,000 plus annual maintenance. Due to the cost, Council will need to go through the appropriate procurement process and approve a funding allocation in the budget.

Attachment/s:

Nil

Responsible officer: The Mayor, Cr Dylan Parker

File Reference: F2023/06574

Director City Planning Report No. CP2/23

Subject: Conflict of Interest Policy for Council-related development

Executive Summary


- The NSW Government has introduced provisions which require Councils to have a formal Conflict of Interest Policy (the Policy) in relation to Council-related development which is imposed through amendments to the *Environmental Planning and Assessment Regulations 2021*, effective from 3 April 2023.
- The Policy details the process for identifying and managing potential conflicts of interest in relation to Council-related development and has been prepared in accordance with the *Council-related Development Application Conflict of Interest Guidelines* published by the Department of Planning and Environment.
- The proposed Conflict of Interest Policy also incorporates Council's current practice and procedures for dealing with Council-related development.
- Whilst there is no statutory requirement that the Policy be placed on public exhibition prior to adoption by Council, it is recommended that the Policy be placed on public exhibition for a period of 28 days. It is also recommended that the Policy is adopted as an interim policy during the exhibition period and until final adoption.

Recommendation

That Council:

- a) publicly exhibits the Conflict of Interest Policy – Dealing with Council-related development for a period of 28 days.
- b) adopts the Conflict of Interest Policy – Dealing with Council-related development as an interim policy during the exhibition period and until final adoption.

Attachment/s:

1.  Conflict of Interest Policy - Dealing with Council-related Development - Randwick City Council

Purpose

The NSW Government has introduced amendments to the *Environmental Planning and Assessment Regulation 2021* (Regulations) which requires Council to:

- have a formal policy which sets out how they will manage any potential conflicts of interest that may arise in relation to Council-related development
- consider this policy prior to determining any development applications that are Council-related, and
- publicly communicate any management approaches that Council will implement for each development (if required) by completing and submitting a management strategy which shall be published on the NSW Planning Portal.

The amendments to the Regulations commence on 3 April 2023.

This policy aims to manage potential conflicts of interest and increase transparency at all stages of the development process for Council-related development and meet the legislative requirements of Section 66A of the *Environmental Planning and Assessment Regulation 2021*.

Discussion

Conflict of interest occurs when a reasonable person perceives that personal interests could or have been favoured over public duty in Council-related development. Randwick City Council is committed to ensure all preventive and detective measures have been applied to significantly reduce the adverse impacts of any type of conflict of interest.

Councils are development regulators, but they also can be the developer, landowner or hold a commercial interest in the land they regulate. Where Councils have this dual role, an inherent conflict can arise between their interests in the development and their duty as regulator.

Identifying these conflicts of interest early and finding ways to address them is crucial to good governance and allows Council to strengthen its relationship with communities and build stronger trust.

On 30 September 2022, the Minister for Planning and Environment published the *Environmental Planning and Assessment Amendment (Conflict of Interest) Regulation 2022* which provides for the following amendments to the Regulations:

Insert section 30B which reads:

30B Council-related development applications

A council-related development application must be accompanied by—

- a statement specifying how the council will manage conflicts of interest that may arise in connection with the application because the council is the consent authority (a management strategy), or*
- a statement that the council has no management strategy for the application.*

Insert section 66A which reads:

66A Council-related development applications—the Act, ss 4.16(11)

(1) A council-related development application must not be determined by the consent authority unless—

- the council has adopted a conflict of interest policy, and*
- the council considers the policy in determining the application.*

(2) In this section—

conflict of interest policy means a policy that—

- specifies how a council will manage conflicts of interest that may arise in connection with council-related development applications because the council is the consent authority, and*
- complies with the Council-related Development Application Conflict of Interest Guidelines published by the Department and available on the NSW planning portal.*

Insert section 240(3)(m1) which reads:

(m1) for a development consent granted in response to a council-related development application—

- (i) conflicts of interest that may arise in connection with the application because the council is the consent authority, and*
- (ii) measures taken by the council to manage the conflicts of interest,*

Insert a new definition in the Dictionary in Schedule 7 as follows:

council-related development application has the same meaning as in the Act, Schedule 1, clause 9B.

The proposed amendments also include a new provision under Schedule 1, Clause 9B the *Environmental Planning and Assessment Act 1979* (the Act) for Council-related development applications to be placed on public exhibition for a period of twenty-eight (28) days.

As such, the purpose of this policy is to ensure compliance with the legislative requirements of the Regulations (as amended) and to be effective from 3 April 2023.

The policy details the process for identifying and managing potential conflicts of interest in relation to Council-related development and has been prepared in accordance with the *Council-related Development Application Conflict of Interest Guidelines* published by the Department of Planning and Environment.

The draft policy incorporates the existing provisions and procedures under Council's Code of Conduct, DA Procedures Manual, the Local Planning Panels Ministers Direction which specifies conflict of interest development and application types that are to be determined by the Local Planning Panel, and referral criteria under Schedule 6 of the *State Environmental Planning Policy (Planning Systems) 2021* for Council-related development.

The draft policy also incorporates provisions to manage potential conflict of interest relating to building certification and regulatory process associated with Council related development applications.

There is no statutory requirement that the Policy be placed on public exhibition prior to adoption by Council. However, in accordance with Council's Community Engagement Strategy and in the interest of transparency and public engagement, it is recommended that the Policy be placed on public exhibition for a period of twenty-eight (28) days. It is also recommended that the Policy is adopted as an interim policy during the exhibition period and until final adoption.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering services and regulatory functions: | |
|---|--|
| Service area | Development Assessment |
| Function | Assessment of Development Applications |
| Delivery program commitment | Assess and determine Development Applications, Modification Applications and Review Applications under the Environmental Planning and Assessment Act 1979 |
| Service area | Health, Building & Regulatory Services |
| Function | Regulation and Compliance |
| Delivery program commitment | Implement Council's key regulatory functions, responsibilities and services relating to buildings, development, use of premises and land, public places and the natural environment. |

Resourcing Strategy implications

The Development Assessment business unit currently has an allocated budget for referral of applications to external consultants, including for the purpose of managing potential conflict of interest associated with development applications. Relevant development applications may also be referred to Council's Randwick Local Planning Panel for determination. The proposed Policy reflects the current procedures in place in relation to the management of applications which involve Council as a landowner or applicant. As such, it is not anticipated that there would be an increase in the number of applications required to be referred to external consultants or to the Local Planning Panel for determination to that which currently exists, and therefore there would be no additional resourcing implications.

The application of the proposed policy also applies to Council's regulatory functions and services associated with Council development applications. The building certification costs can be accommodated within the allocated budget for the subject development project and any regulatory costs can also be accommodated within the existing regulatory budget.

Policy and legislative requirements

Under Section 66A of the *Environmental Planning and Assessment Regulation 2021* (amended), a Council-related development application must not be determined by the consent authority unless the Council has adopted a conflict of interest policy, and that Council considers the policy in determining the application.

Conclusion

In order to meet the legislative requirements under the *Environmental Planning and Assessment Regulations 2021*, Council must prepare a formal Conflict of Interest Policy for dealing with Council-related development. The proposed policy is consistent with the relevant provisions of the Regulations and Department of Planning & Environment Conflict of Interest Guidelines.

Responsible officer: Angela Manahan, Executive Planner

File Reference: F2023/00201

CITY PLANNING

CP2/23

Conflict of Interest Policy - Dealing with Council-related development

Adoption Date:

TBC

Review Date:

TBC

Version:

1

Responsible Department:

Development Assessment

TRIM Document Number:

D04875249



Randwick City Council
a sense of community

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1. Preliminary

1.1. Name of Policy

This policy is the Randwick City Council's (RCC) Conflicts of Interest Policy for dealing with Council-related development throughout the development process.

1.2. Aim of Policy

This policy provides RCC's baseline guidance on how to manage conflicts of interest in a manner that promotes transparency and fairness in all the stages of the development process for Council-related development applications and meet the legislative requirements of Section 66A of the *Environmental Planning and Assessment Regulation 2021*.

1.3. Scope

This policy applies to Council-related development. This policy applies, but not limited to all staff, consultants, outsourced third-party service providers, and any other persons and entities involved in Council-related development.

1.4. Commitment to Managing Conflict of Interest

Conflict of interest occurs when a reasonable person perceives that personal interests could or have been favoured over public duty in Council-related development. RCC is committed to ensure all preventive and detective measures have been applied to significantly reduce the adverse impacts of any type of conflict of interest.

Inherently, Councils are development regulators, but they also can be the developer, landowner or hold a commercial interest in the land they regulate. Where Councils have this dual role, an inherent conflict can arise between their personal interests in the development and their public duty as regulator.

Identifying these conflicts of interest early and finding ways to address them is crucial to good governance and allows Council to strengthen its relationship with communities and build stronger trust.

RCC requires all staff, consultants, outsourced third-party service providers, any other persons and entities involved in Council-related development to:

1. Prevent personal interests that may impact on carrying out duty obligations.
2. Disclose all personal interests and any other factors that may give rise to conflict of interest.
3. Complete conflict of interest awareness training/induction in compliance with human resources training and development policies.
4. Fully cooperate with all processes and activities in place for managing conflict of interest.
5. Uphold RCC ethical values and continue to safeguard and protect the reputation of RCC.

1.5. Definitions

- (1) In this policy:

application means an application for consent under Part 4 of the Act to carry out development and includes an application for a complying development certificate and an application to modify a development consent.

Council means Randwick City Council.

Council-related development means development for which the Council is the applicant developer (whether lodged by or on behalf of Council), landowner, or has a commercial interest in the land the subject of the application, where it will also be the regulator or consent authority.

development process means application, assessment, determination, and enforcement.
the Act means the *Environmental Planning and Assessment Act 1979*.

the Policy means the *Conflict of Interest Policy – Dealing with Council-related development*.

- (2) A word or expression used in this policy has the same meaning as it has in the Act, and any instruments made under the Act, unless it is otherwise defined in this policy.
- (3) Notes included in this policy do not form part of the policy.

2. Process for identifying and managing potential conflicts of interest

2.1. Management controls and strategies

- (1) One or more of the following management controls may be applied to:
 - a. The **assessment and determination** of an application for Council-related development.
 - Refer to Table 1.
 - b. The **regulation and enforcement** of approved Council-related development:
 - Engagement of a private-sector Registered Certifier to issue construction certificates, complying development certificates, occupation certificates and act as the Principal Certifier for development, other than minor building works or structures,
 - Investigation, assessment of regulatory and enforcement action in accordance with Council's Enforcement Policy and Guidelines and reporting of regulatory actions to Council's General Manager,
 - Assessment or peer review by an independent consultant, legal advisor or neighbouring Council.
- (2) Pursuant to Section 30B of the *Environmental Planning and Assessment Regulation 2021*,
 - a. Council-related development application must be accompanied by:
 - b. a statement specifying how the Council will manage conflicts of interest that may arise in connection with the application because the Council is the consent authority, or
 - c. a statement that the Council has no management strategy for the application.

Refer to an example management statement in **Table 2**.
- (3) Management controls may not be applied to the following kinds of development which are of a minor nature:
 - a) Commercial fit-out and minor changes to the building façade;
 - b) Internal alterations or additions to buildings that are not a heritage item;
 - c) Advertising signage;
 - d) Minor building structures or minor additions to existing buildings; and
 - e) Other minor development or use of Council land, including applications for footway dining, community events, placement of articles in a public place or the like.

2.2. Identifying whether a potential conflict of interest exists, assessment of level of risk and determination of appropriate management controls

- (1) Development applications lodged with the Council that are Council-related development (as defined in Clause 1.5) are to be referred to the General Manager (or delegate) for a conflict of interest risk assessment.
- (2) The General Manager (or delegate) is to:

- a) assess whether the application is one in which a potential conflict of interest exists;
- b) identify the phase(s) of the development process at which the identified conflict of interest arises;
- c) assess the level of risk involved at each phase of the development process;
- d) determine what (if any) management controls should be implemented to address the identified conflict of interest (in each phase of the development process if necessary) having regard to any controls and strategies outlined in Clause 2.1 of the policy and the outcome of the General Manager's assessment of the level of risk involved as set out Clause 2.2(2)(c) of the Policy; and

Note: the General Manager could determine that no management controls are necessary in the circumstances.

- e) document the proposed management approach for the proposal in a statement that is published on the NSW Planning Portal. Refer to Table 2.

Table 1: Assessment and determination criteria for an application for Council-related development.

| Category of Council-related development | Assessment | Determination |
|--|---|--|
| <p><u>Minor/Low Risk Development Application</u></p> <p>Minor or low risk Development Application refers to development that is small-scale, routine operational and/or non-controversial.</p> <p>The determination of a minor DA shall be made after consideration of the following criteria, at the discretion of the Manager Development Assessment (or delegate):</p> <ul style="list-style-type: none"> The estimated value of the works to be undertaken; The potential impact on surrounding residential amenity associated with the proposed development; The consistency of the proposed works with an existing Council Management Plan or strategy (if relevant); Whether the proposal involves any substantial variations from existing Council policy; and Whether the proposal will lead to any financial benefit for the Council. <p><i>Note: a minor DA generally refers to the type of developments identified in Clause 2.1(3) of the Policy.</i></p> <p><i>Examples: internal refurbishment or renovation of a building, minor building structures or additions, structures projecting over public land and signage.</i></p> | <ul style="list-style-type: none"> Assessment undertaken by Council staff not involved in the Council-related development. A management statement is to be prepared and exhibited on the NSW Planning Portal with the DA, unless it is of a kind referred to in Part 2.1(3) of this Policy. | <ul style="list-style-type: none"> Determination by Council staff under delegated authority. |
| <p><u>Major Development Application</u></p> <p>Major Development Application refers to development that is large scale, significant and/or controversial.</p> <p>The determination of a major DA shall be made after consideration of the following criteria, at the discretion of the Manager Development Assessment (or delegate):</p> <ul style="list-style-type: none"> The estimated value of the works to be undertaken; If the DA is Regional Development (under the State Environmental Planning Policy (Planning Systems) 2021. A DA that requires determination by a local planning panel in accordance with the Ministers Direction under section 9.1 | <ul style="list-style-type: none"> Assessment is to be undertaken by an external Planning Consultant. A management statement is to be prepared and exhibited on the NSW Planning Portal with the DA. | <ul style="list-style-type: none"> Determination by the Regional Planning Panel if the Capital Investment Value (CIV) of the application is more than \$5 million in accordance with Schedule 6 of the <i>State Environmental Planning Policy (Planning</i> |

| Category of Council-related development | Assessment | Determination |
|---|---|---|
| <p>of the Act.</p> <ul style="list-style-type: none"> The potential impact on surrounding residential amenity associated with the proposed development; The consistency of the proposed works with an existing Council Management Plan or strategy; Whether the proposal involves any substantial variations from existing Council policy; and Whether the proposal will leave to any financial benefit for the Council. <p><i>Examples: new community building and/or facilities, significant alterations and additions to a Council owned building, development with more than 10 objections, development value of more than \$5m.</i></p> | | <p>Systems) 2021.</p> <ul style="list-style-type: none"> Determination by Randwick Local Planning Panel if the application does not trigger referral to the Regional Planning Panel. |
| <p><u>Minor Modification Application - S4.55(1) & (1A)</u></p> <p>Minor modification application refers to applications pursuant to Section 4.55(1) and (1A) of the Act, which involves minor error, misdescription or miscalculation and minimal environmental impact.</p> <p>The determination of a minor modification application shall be made after consideration of the following criteria, at the discretion of the Manager Development Assessment (or delegate):</p> <ul style="list-style-type: none"> The potential impact on surrounding residential amenity associated with the proposed development; The consistency of the proposed works with an existing Council Management Plan or strategy; Whether the proposal involves any substantial variations from existing Council policy; and Whether the proposal will leave to any financial benefit for the Council. | <ul style="list-style-type: none"> Assessment undertaken by Council staff not involved in the Council-related development. A management statement is to be prepared and exhibited on the NSW Planning Portal with the DA, unless it is of a kind referred to in Part 2.1(3) of this Policy. | <ul style="list-style-type: none"> Determination by Council staff under delegated authority. |
| <p><u>Other Modification Application – S4.55(2)</u></p> | <ul style="list-style-type: none"> Assessment is to be undertaken by | <ul style="list-style-type: none"> Determination by the |

| Category of Council-related development | Assessment | Determination |
|---|--|---|
| <p>Other modification application refers to applications pursuant to Section 4.55(2) or 4.56 of the Act.</p> <p>The determination of a Section 4.55(2) or 4.56 modification application shall be made after consideration of the following criteria, at the discretion of the Manager Development Assessment (or delegate):</p> <ul style="list-style-type: none"> The potential impact on surrounding residential amenity associated with the proposed development; The consistency of the proposed works with an existing Council Management Plan or strategy; Whether the proposal involves any substantial variations from existing Council policy; and Whether the proposal will leave to any financial benefit for the Council. | <p>an external Planning Consultant.</p> <ul style="list-style-type: none"> A management statement is to be prepared and exhibited on the NSW Planning Portal with the DA. | <p>Regional Planning Panel, or Randwick Local Planning Panel if the original application was not determined by the relevant panel.</p> |
| <p><u>Review Application – S8.3</u></p> <p>Section 8.3 review application refers to applications pursuant to Division 8.2 of the Act.</p> <p>The determination of a review application shall be made after consideration of the following criteria, at the discretion of the Manager Development Assessment (or delegate):</p> <ul style="list-style-type: none"> The potential impact on surrounding residential amenity associated with the proposed development; The consistency of the proposed works with an existing Council Management Plan or strategy; Whether the proposal involves any substantial variations from existing Council policy; and Whether the proposal will leave to any financial benefit for the Council. | <ul style="list-style-type: none"> Assessment undertaken as per the original Development Application, by either external consultant or Council staff not involved in the Council-related development. A management statement is to be prepared and exhibited on the NSW Planning Portal with the DA. | <ul style="list-style-type: none"> Determination is to be conducted by the relevant Regional Planning Panel or Local Planning Panel who made the original determination. |

Table 2: Management Statement Example

Randwick City Council's Conflict of Interest Management Statement

| | |
|---------------------|--|
| | |
| Address | |
| DA number | |
| Potential conflict | |
| Management Strategy | |

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Randwick City Council
30 Frances Street
Randwick NSW 2031

Director City Planning Report No. CP3/23

Subject: Public Notification of Voluntary Planning Agreement - 111-125 Anzac Parade & 112 Todman Avenue, Kensington (DA/373/2020)

CP3/23

Executive Summary


- A draft Voluntary Planning Agreement (VPA) has been prepared by Marsdens Law Group on behalf of Council to provide for, and secure, public benefits in connection with the Development Consent for DA/373/2020 for the land at Nos. 111-125 Anzac Parade and 112 Todman Avenue, Kensington.
- The draft VPA has been proposed by the Developer as per the provisions under Randwick Local Environment Plan 2012 and contains a total contribution of approximately \$11.1 million comprising of:
 - \$3,628,050 for the community infrastructure contribution as works in kind & monetary contribution for dedication and fitout of a community innovation centre, bicycle parking facility, Green Grid links along Todman Avenue frontage;
 - \$2,252,827.60 for the Section 7.12 contribution as works in kind & monetary contribution for public art, undergrounding of overhead powerlines, footpath works including landscaping along Todman Avenue & Anzac Parade, cycleway; and
 - approximately \$5.4 million for the affordable housing to be paid as monetary contribution to Council.
- Relevant issues relating to the timing and adequacy of the VPA have been assessed and addressed in the preparation and review of the VPA.
- A letter of offer from the Developer was reported to the Council meeting on 23 March 2021 where Council resolved to accept the terms contained in the letter of offer subject to the Court granting approval to the development and the subsequent endorsement of a VPA.
- DA/810/2021 was approved by the Court on 17 June 2021.
- In accordance with Section 7.5(1) of the Environmental Planning and Assessment Act 1979, the draft VPA was placed on public exhibition for 28 days from 17 February to 17 March 2023.
- No submission was received in response to the public exhibition.
- This report advises Council of the outcome of the public exhibition prior to Council entering into the VPA and recommends that Council enter into the deed with the Developer.

Recommendation

That Council:

- a) agree to enter into the Voluntary Planning Agreement in **Attachments 1 and 2** pursuant to Section 7.5 of the Environmental Planning and Assessment Act 1979; and
- b) authorise the General Manager to make minor drafting changes to the draft Voluntary Planning Agreement as required, prior to its execution.

Attachment/s:

1. VPA - 111-125 Anzac Parade and 112 Todman Avenue Kensington
2.  Explanatory Note - 111-125 Anzac Parade and 112 Todman Avenue, Kensington



Purpose

This report provides the outcome of the public exhibition of the draft Voluntary Planning Agreement (VPA) for the approved 18/19 storey mixed use development comprising ground and first floor commercial/retail premises including a 200sqm community innovation space and a boarding house to be used as student and key worker accommodation comprising 564 boarding rooms, basement parking for 37 cars, 122 motorcycles and 128 bicycles, associated landscape and public domain works at Nos. 111-125 Anzac Parade & 112 Todman Avenue, Kensington (see **Figure 1**), pursuant to Section 7.5(1) of the Environmental Planning and Assessment Act 1979 (EP&A Act).



Figure 1: View of the approved development from the intersection of Anzac Parade and Todman Avenue (Source: SJB Architect)

Background

Community Infrastructure Contributions Plan

Council's Community Infrastructure Plan (CIC) for the Kensington and Kingsford (K2K) town centres provides for infrastructure, public domain and physical facilities that support the growth and function of the town centres and benefit the existing and new population as well as the wider Randwick population. The total value of the infrastructure that would be provided for in the two town centres is approximately \$37 million. It is important to note that the CIC contribution is only applicable to that part of the development over 6/7 storeys as that was the maximum height under the previous standard. The proposed development is up to 18 storey with 4 storey street wall fronting Anzac Parade and Todman Avenue.

The K2K strategy and its amending LEP was designed to allow additional height and density in the town centres and to capture that additional value through the CIC plan. The additional height and density were distributed across the town centres with the predominant height being 9 storeys and up to 17 & 18 storeys on the three key intersections (including the subject site). The CIC plan was a fundamental component of the overall strategy in that it allowed significant public benefits from the additional density.

The mechanism for delivery the Community Infrastructure items listed in this Plan is through a VPA. The contributions would be made towards the dedication and fitout of a community innovation space (see **Figure 2**), cycleway, bicycle parking facility, Green Grid links along Todman Avenue frontage (see **Figure 3**).

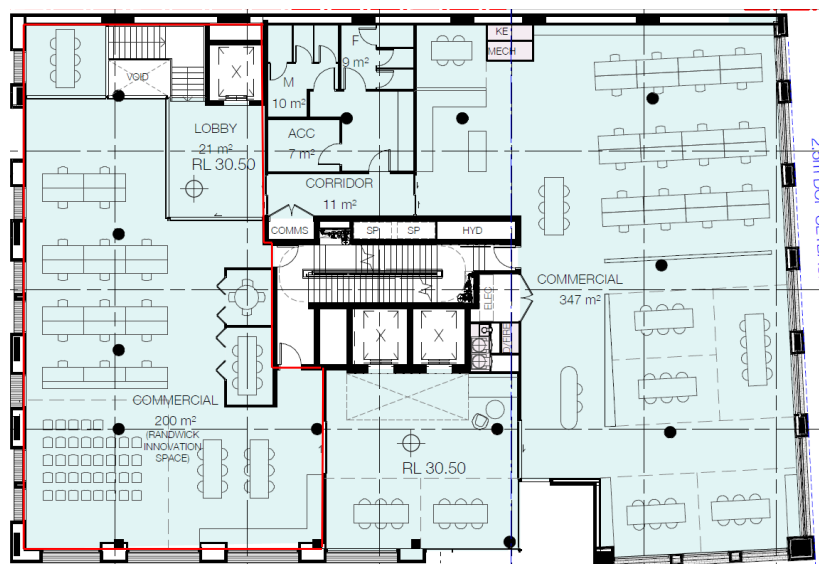


Figure 2: Floor plan showing dedicated community innovation space (marked in red line)
(Source: SJB Architect)

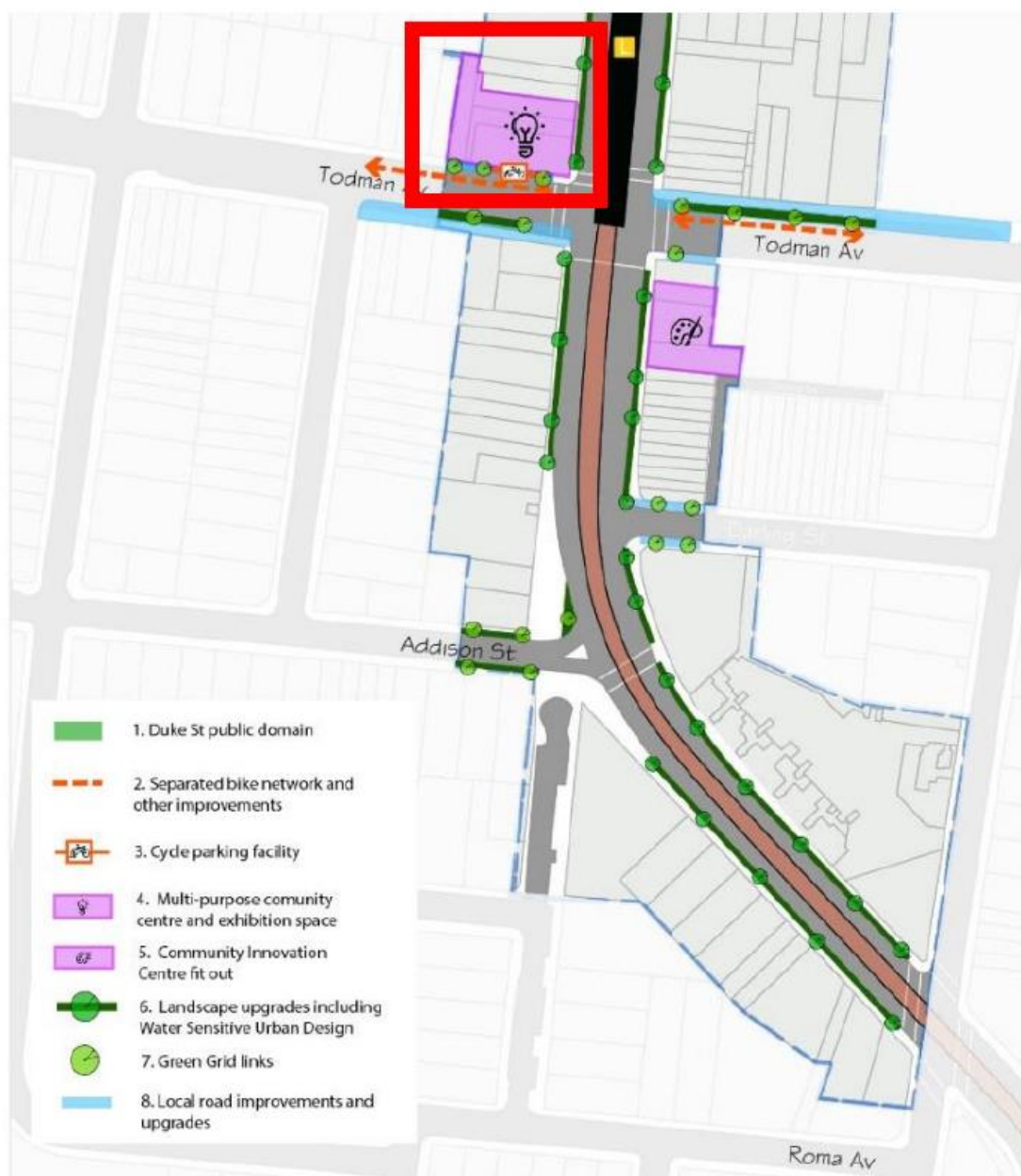


Figure 3: Plan showing the proposed community infrastructure works

Affordable Housing

The Kensington and Kingsford Town Centres affordable housing plan aims to ensure that lower income households continue to live and work locally within Randwick LGA, to facilitate a socially diverse and inclusive community; and to support the economic functions of the Randwick Education and Health Strategic Centre.

Section 7.12 Development Contributions Plan: Kensington and Kingsford Town Centres

This Plan applies to development on land that is subject to a development consent or a complying development certificate within the Kensington and Kingsford town centres. This Plan authorises Council to grant consent to development to which this Plan applies, subject to a condition requiring the applicant to pay a levy based on the proposed cost of carrying out the development (i.e. 2.5% levy for cost of development greater than \$250,000).

The total cost of development (as submitted) is \$90,113,104 and the applicable Section 7.12 contribution levy is \$2,252,827.60, which would cover public art, undergrounding of overhead powerlines, footpath and landscaping works along Anzac Parade and Todman Avenue frontages.

Discussion

Background

A letter of offer provided by the Developer was reported to the Ordinary Council meeting on 23 March 2021, at which Council made the following resolution:

(Hamilton/D'Souza) that Council agrees to the terms contained in the attached letter of offer subject to;

- a) the merit issues in the contentions being resolved in each matter; and*
- b) the subsequent endorsement of a Voluntary Planning Agreements.*

On 17 June 2021, the Land and Environment Court granted development consent for the development at Nos. 111-125 Anzac Parade and 112 Todman Avenue, Kensington. In particular, the approved development incorporates the following components that would result in positive contribution to the public benefits of the community and the long term vitality of Kensington town centre:

- Provision of a community innovation space with minimum gross floor area of 200sqm;
- Provision of bike path, cycle parking facility, Green Grid links, footpath embellishments, widening, public realm works and landscape improvement works including WSUD along Anzac Parade and Todman Avenue frontages (where relevant). Refer to Figure 1 above.
- Provision of a through site link on the subject site with access from Anzac Parade to improve pedestrian experience and allows permeability and better connections to main pedestrian and cycling networks within the Kensington town centre.
- Provision of a shared way along the rear boundary to facilitate future connectivity from Todman Avenue to Duke Street.
- Provision of monetary contribution for affordable housing to Council.

The draft VPA contains the monetary contributions for community infrastructure, Section 7.12 and affordable housing as required under Randwick Local Environmental Plan 2012.

The Community Infrastructure contribution is \$3,628,050 (being 7,638sqm of floor space payable at a rate of \$475/sqm), which will be paid as partial monetary contribution in lieu of bicycle parking facilities and upgrade of a portion of Green Grid links along the frontages of the site and dedication and fitout of a community innovation space.

The Section 7.12 contribution is \$2,252,827.60, which will be paid as works-in-kind for public art, undergrounding of overhead powerlines, footpath works including landscaping along Todman Avenue & Anzac Parade, cycleway, and approximate \$5.4 million will be paid to Council for the affordable housing.

The total value of all contributions including the Section 7.12 contributions and affordable housing for the approved development is approximately \$11.1 million.

Public Exhibition

Section 7.5(1) of the EP&A Act requires that a planning agreement cannot be entered into, and a planning agreement cannot be amended or revoked, unless public notice has been given of the proposed agreement, amendment or revocation, and a copy of the proposed agreement, amendment or revocation has been available for inspection by the public for a period of not less than 28 days. Any public submission received must be considered before finalisation of the planning agreement.

The draft Voluntary Planning Agreement and the Explanatory Note for the Voluntary Planning Agreement was publicly notified in the Sydney Morning Herald and on Council's website on Your Say Randwick and Randwick eNews for 28 days, from 17 February to 17 March 2023. During this time the website had:

- 171 visits.
- 6 downloads of the VPA.
- 4 downloads of the Explanatory Note for VPA.

As a result of the public exhibition, no submissions were received in relation to the draft VPA.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering services and regulatory functions: | |
|---|---|
| Service area | Development Assessment |
| Function | Assessment of Development Applications |
| Delivery program commitment | Assess and determine Development Applications, Modification Applications and Review Applications under the Environmental Planning and Assessment Act 1979 |

Resourcing Strategy implications

N/A

Policy and legislative requirements

The draft Voluntary Planning Agreement has been prepared and publicly notified in accordance with the EP&A Act and meets the principles and procedures of the Local Government Act and Council's Planning Agreement Policy.

Conclusion

The draft VPA was publicly notified in accordance with Section 7.5(1) of the EP&A Act. As a result of the public exhibition, no submission was received in relation to the draft VPA.

The draft VPA has been prepared, duly processed and publicly notified in accordance with the EP&A Act and meets the principles and procedures of the Local Government Act and Council's Planning Agreement Policy. On this basis, it is recommended that Council enter into the deed with the Developer.

Responsible officer: Frank Ko, Manager Development Assessment

File Reference: DA/373/2020

Explanatory Note

Planning Agreement

111-125 Anzac Parade and 112 Todman Avenue, Kensington

1 Introduction

- (1) The purpose of this Explanatory Note is to provide a plain English summary to support the notification of a draft Voluntary Planning Agreement (**Planning Agreement**) under s7.4 of the *Environmental Planning and Assessment Act 1979* (NSW) (**Act**).
- (2) This Explanatory Note has been prepared jointly between the parties as required by clause 205 of the *Environmental Planning and Assessment Regulation 2021* (**Regulations**).
- (3) This Explanatory Note is not to be used to assist in construing the Planning Agreement.

2 Parties to the Planning Agreement

The parties to the Planning Agreement are:

- (1) Randwick City Council (ABN 77 362 844 121) (**Council**); and
- (2) Perpetual Trustee Company Limited (ACN 000 001 007) (**Developer**).

3 Description of the Land to which the Planning Agreement applies

The Planning Agreement applies to the land comprising the following folio identifiers:

- (1) 3/DP3897.
- (2) 1/SP87347.
- (3) 1/DP938380.
- (4) 4/DP655026.
- (5) A/DP107256.
- (6) B/DP107256.
- (7) 1/DP956200.
- (8) 3/SP87347.
- (9) 1/DP956200.
- (10) 2/DP344524.

located at 111-125 Anzac Parade and 112 Todman Avenue, Kensington (**Land**).

4 Description of the Development to which the Planning Agreement applies

- (3) The Planning Agreement relates to the development generally described in Development Consent No. DA/373/2020 (**Development Consent**) which authorises development consisting of demolition of existing structures and construction of a mixed-use development up to nineteen (19) storeys,

page 1

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comprising basement parking, ground and first floor level commercial/retail use and a boarding house to be used as student and key worker accommodation comprising 564 boarding rooms, a roof-top pool, signage, public plaza, earthworks, landscaping, and associated works (Development).

5 Summary of Public Benefit, Objectives, Nature and Effect of the Planning Agreement

The Developer is required to provide the following Public Benefit in accordance with the Planning Agreement.

The Developer will:

- (1) provide the following Works:
 - (a) Provision of Public Art in accordance with Council's Public Art Strategy by the earlier of twenty-four (24) months from the date the relevant Construction Certificate is issued or the issue of the first Occupation Certificate in respect of the Development.
 - (b) Undergrounding of overhead power lines to zones that directly border with the subject site by the earlier of twenty-four (24) months from the date the relevant Construction Certificate is issued or the issue of the first Occupation Certificate in respect of the Development.
 - (c) Footpath works including landscaping along Anzac Parade and Todman Avenue directly adjacent to the subject site by the earlier of twenty-four (24) months from the date the relevant Construction Certificate is issued or the issue of the first Occupation Certificate in respect of the Development.
 - (d) Fit out of Community Innovation Centre prior to the issue of an Occupation Certificate in respect of the Development;
- (2) provide the following Contributions:
 - (a) In lieu of provision of Public Art in accordance with Council's Public Art Strategy by the earlier of twenty-four (24) months from the date the relevant Construction Certificate is issued or the issue of the first Occupation Certificate in respect of the Development.
 - (b) In lieu of undergrounding of overhead power lines to zones that directly border with the subject site by the earlier of twenty-four (24) months from the date the relevant Construction Certificate is issued or the issue of the first Occupation Certificate in respect of the Development.
 - (c) In lieu of footpath works including landscaping along Anzac Parade and Todman Avenue directly adjacent to the subject site by the earlier of twenty-four (24) months from the date the relevant Construction Certificate is issued or the issue of the first Occupation Certificate in respect of the Development.
 - (d) In lieu of the fit out of Community Innovation Centre prior to the issue of the third Construction Certificate in respect of the Development.
 - (e) A Monetary Contribution in lieu of cycleway and Cycle Parking Facility including \$137,512 of s7.12 contributions prior to the issue of the third Construction Certificate in respect of the Development.

- (f) A Monetary Contribution to be used for the upgrade of the portion of the Green Grid Links prior to the issue of the third Construction Certificate in respect of the Development;
- (3) provide an Affordable Housing Levy Contribution prior to the issue of an Occupation Certificate in respect of the Development; and
- (4) grant a long term Lease to Council for occupation of the Community Innovation Centre prior to the issue of an Occupation Certificate in respect of the Development.

The **objective** of the Planning Agreement is to provide a material public benefit to be applied towards community infrastructure.

The **nature** of the Planning Agreement is a contractual relationship between the Council and the Developer for providing the Public Benefit.

The **effect** of the Planning Agreement is that the Developer will provide the Public Benefit in the manner provided for by the Planning Agreement (as applicable).

6 Assessment of the Merits of the Planning Agreement and Impact on the Public

The Planning Agreement promotes:

- (1) the public interest; and
- (2) the Objects of the Act.

The Planning Agreement will provide a material public benefit to be applied towards community infrastructure and also provides a benefit by way of monetary contributions, including towards affordable housing.

7 Identification of how the Planning Agreement promotes the public interest

The Planning Agreement supports the public interest in the following ways:

- (1) By facilitating the improvement of public infrastructure to be utilised by the broader community.
- (2) By promoting the social and economic welfare of the community and a better environment.
- (3) By providing increased opportunity for community participation in environmental planning and assessment.
- (4) To promote the orderly and economic use and development of land.
- (5) To promote the delivery and maintenance of affordable housing.

8 How the Planning Agreement promotes the Guiding Principles for Councils

The Planning Agreement promotes a number of the Guiding Principles for Councils under section 8A of the *Local Government Act 1993* (NSW), as follows:

- (1) To plan strategically, using the integrated planning and reporting framework, for the provision of effective and efficient services and regulation to meet the diverse needs of the local community.

- (2) To manage land and other assets so that current and local community needs can be met in an affordable way.
- (3) To act fairly, ethically and without bias in the interests of the local community.
- (4) To recognise diverse local community needs and interests.
- (5) To have regard to the long term and cumulative effects of its decisions on future generations.
- (6) Transparent decision-making and active engagement with local communities, through the use of the integrated planning and reporting framework and other measures.
- (7) Providing strong and effective representation, leadership, planning and decision-making.
- (8) Applying the integrated planning and reporting framework in carrying out functions so as to achieve desired outcomes and continuous improvements.
- (9) Working with others to secure appropriate services for local community needs

9 Identification of whether the Planning Agreement conforms with the Council's local infrastructure delivery plan

The Planning Agreement conforms with Council's local infrastructure delivery plans in meeting the development objectives for the establishment, ongoing management and development of infrastructure on community land, which are consistent with the community expectations for local infrastructure.

Director City Planning Report No. CP4/23

Subject: Public Notification of Voluntary Planning Agreement - 172-180 Anzac Parade & 116R Todman Avenue, Kensington (DA/414/2020)

CP4/23

Executive Summary


- A draft Voluntary Planning Agreement (VPA) has been prepared by Marsdens Law Group on behalf of Council to provide for, and secure, public benefits in connection with the Development Consent for DA/414/2020 for the land at Nos. 172-180 Anzac Parade and 116R Todman Avenue, Kensington.
- The draft VPA has been proposed by the Developer as per the provisions under Randwick Local Environment Plan 2012 and contains a total contribution of approximately \$4.6 million comprising of:
 - \$1,619,750 for the community infrastructure to be paid as monetary contribution to Council;
 - \$925,320 for the Section 7.12 contribution levy as a monetary contribution and works-in-kind for the footpath works including landscaping along Anzac Parade and Todman Avenue; and
 - Approximately \$2.1 million for the affordable housing to be paid as monetary contribution to Council.
- Relevant issues relating to the timing and adequacy of the VPA have been assessed and addressed in the preparation and review of the VPA.
- A letter of offer from the Developer was reported to the Council meeting on 27 April 2021 where Council resolved to accept the terms contained in the letter of offer subject to the Court granting approval to the development and the subsequent endorsement of a VPA.
- DA/414/2021 was approved by the Court on 17 June 2021.
- In accordance with Section 7.5(1) of the Environmental Planning and Assessment Act 1979, the draft VPA was placed on public exhibition for 28 days from 17 February to 17 March 2023.
- A submission was received in response to the public exhibition.
- This report advises Council of the outcome of the public exhibition prior to Council entering into the VPA and recommends that Council enter into the deed with the Developer.

Recommendation

That Council:

- a) agree to enter into the Voluntary Planning Agreement in **Attachments 1 and 2** pursuant to Section 7.5 of the Environmental Planning and Assessment Act 1979; and
- b) authorise the General Manager to make minor drafting changes to the draft Voluntary Planning Agreement as required, prior to its execution.

Attachment/s:

1. Todman Voluntary Planning Agreement - 172-180 Anzac Pde Kensington
2.  Explanatory Note - 172 – 180 Anzac Parade & 116R Todman Avenue, Kensington



Purpose

This report provides the outcome of the public exhibition of the draft Voluntary Planning Agreement (VPA) for the approved 17 storey mixed use development comprising ground and first floor commercial/retail premises and a boarding house to be used as student and key worker accommodation comprising 175 boarding rooms, basement parking for 10 cars, 36 motorcycles and 36 bicycles, associated landscape and public domain works at Nos. 172-180 Anzac Parade & 116R Todman Avenue, Kensington (see **Figure 1**), pursuant to Section 7.5(1) of the Environmental Planning and Assessment Act 1979 (EP&A Act).



Figure 1: View of the approved development from the intersection of Anzac Parade and Todman Avenue (Source: BVN Architects)

Background

Community Infrastructure Contributions Plan

Council's Community Infrastructure Plan (CIC) for the Kensington and Kingsford town centres provides for infrastructure, public domain and physical facilities that support the growth and function

of the town centres and benefit the existing and new population as well as the wider Randwick population. The total value of the infrastructure that would be provided for in the two town centres is approximately \$37 million. It is important to note that the CIC contribution is only applicable to that part of the development over 6 storeys as that was the maximum height under the previous standard. The proposed development is up to 17 storeys with 4 storey street wall fronting Anzac Parade and Todman Avenue.

The K2K strategy and its amending LEP was designed to allow additional height and density in the town centres and to capture that additional value through the CIC plan. The additional height and density were distributed across the town centres with the predominant height being 9 storeys and up to 17 & 18 storeys on the three key intersections. The CIC plan was a fundamental component of the overall strategy in that it allowed significant public benefits from the additional density.

The mechanism for delivery the Community Infrastructure items listed in this Plan is through a VPA. The contributions would be made towards the provision of local road improvements and upgrades including separate bike network, landscape upgrades including but not limited to Water Sensitive Urban Design (WSUD) works (see **Figure 2**).

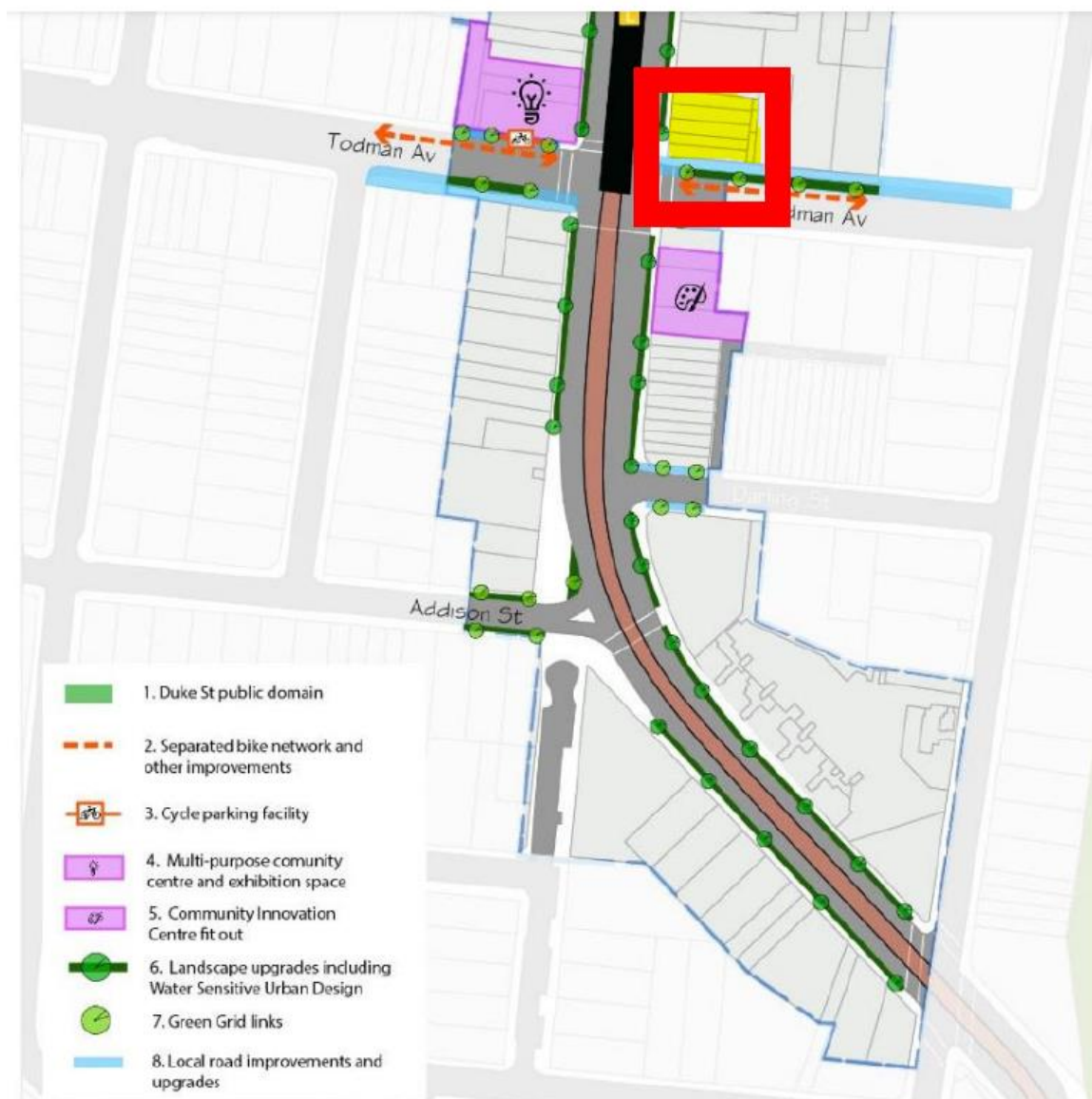


Figure 2: Plan showing the proposed community infrastructure works



Figure 3: Site plan showing approved development including a through site link (brown arrow) to connect to Bowral Street Plaza in future (Source: BVN Architect)

Affordable Housing

The Kensington and Kingsford Town Centres affordable housing plan aims to ensure that lower income households continue to live and work locally within Randwick LGA, to facilitate a socially diverse and inclusive community; and to support the economic functions of the Randwick Education and Health Strategic Centre.

Section 7.12 Development Contributions Plan: Kensington and Kingsford Town Centres

This Plan applies to development on land that is subject to a development consent or a complying development certificate within the Kensington and Kingsford town centres. This Plan authorises Council to grant consent to development to which this Plan applies, subject to a condition requiring the applicant to pay a levy based on the proposed cost of carrying out the development (i.e. 2.5% levy for cost of development greater than \$250,000).

The total cost of development (as submitted) is \$37,012,800 and the applicable Section 7.12 contribution levy to be paid to Council prior to the issue of a construction certificate would be \$925,320.

Discussion

Background

A letter of offer provided by the Developer was reported to the Ordinary Council meeting on 27 April 2021, at which Council made the following resolution:

(Parker/Matson) that Council agrees to the terms contained in the attached letter of offer subject to;

- a) the merit issues in the contentions being resolved; and*
- b) the subsequent endorsement of a Voluntary Planning Agreement.*

On 17 June 2021, the Land and Environment Court granted development consent for the development at Nos. 1172-180 Anzac Parade & 116R Todman Avenue, Kensington. In particular, the approved development incorporates the following components that would result in positive contribution to the public benefits of the community and the long term vitality of Kensington town centre:

- Provision of footpath embellishments, widening, public realm works and landscape improvement works including WSUD along Anzac Parade & Todman Avenue frontages (see **Figure 2**).
- Provision of a through site link on the subject site with access from Todman Avenue to improve pedestrian experience and allows permeability and better connections to main pedestrian and cycling networks within the Kensington town centre (see **Figure 3**).
- Provision of monetary contribution for affordable housing to Council.

The draft VPA contains the monetary contributions for community infrastructure, Section 7.12 and affordable housing as required under Randwick Local Environmental Plan 2012.

The Community Infrastructure contribution is \$1,619,750 (being 3,410sqm of floor space payable at a rate of \$475/sqm), which will be paid as monetary contribution.

The Section 7.12 contribution is \$925,320, which will be provided as a monetary contribution and works-in-kind for footpath works including landscaping along Anzac Parade and Todman Avenue frontages; and approximately \$2.1 million will be paid to Council for the affordable housing.

The total value of all contributions including the Section 7.12 contributions and affordable housing for the approved development is approximately \$4.6 million.

Public Exhibition

Section 7.5(1) of the EP&A Act requires that a planning agreement cannot be entered into, and a planning agreement cannot be amended or revoked, unless public notice has been given of the proposed agreement, amendment or revocation, and a copy of the proposed agreement, amendment or revocation has been available for inspection by the public for a period of not less than 28 days. Any public submission received must be considered before finalisation of the planning agreement.

The draft Voluntary Planning Agreement and the Explanatory Note for the Voluntary Planning Agreement was publicly notified in the Sydney Morning Herald and on Council's website on Your Say Randwick and Randwick eNews for 28 days, from 17 February to 17 March 2023. During this time the website had:

- 171 visits.
- 26 downloads of the VPA.
- 6 downloads of the Explanatory Note for VPA.

As a result of the public exhibition, a submission was received in relation to the draft VPA. A summary of the submissions is provided below:

| No. | Issue | Comment |
|-----|--|---|
| 1 | <p>In circumstances where payment of a monetary contribution does not satisfy the requirements of Clause 6.17(2) of the RLEP for the proposed development to include community infrastructure on the site, the consent authority does not have the power to grant consent to the development on the basis of the additional building height or floor space ratio in Clause 6.17(4) of the RLEP.</p> <p>Council have purported that the K2 strategic node does not include the sites at 118 and 120 Todman Avenue Kensington under the RLEP 2012. This is not correct and unlawful. And Council need to address it immediately.</p> | <p>As shown in Figure 4 below, Nos. 118 and 120 Todman Avenue are part of the K2 site. These two properties were unable to be acquired by the developer prior to the DA lodgement, during the DA assessment and Court proceedings. Notwithstanding, the inclusion of these two properties as part of the development site was not a prerequisite for applying the community infrastructure under Clause 6.17 of the RLEP.</p> <p>The objectives of Clause 6.17 are to allow greater building heights and densities where community infrastructure is also provided and to reflect the desired character of the Kensington town centre.</p> <p>The approved development includes additional height and density as envisaged by the RLEP/K2K DCP and incorporates community infrastructure on site, therefore, satisfies the criteria of Clause 6.17.</p> <p>In addition, the developer has provided sufficient information to demonstrate how these two properties can be developed on their own and the Court was satisfied that the information provided by the developer was adequate and meets all the relevant assessment criteria.</p> <p>Council Officers have also discussed the development potential with the owners of these properties and no development proposal has been submitted to Council for consideration to date.</p> |

K2 Site

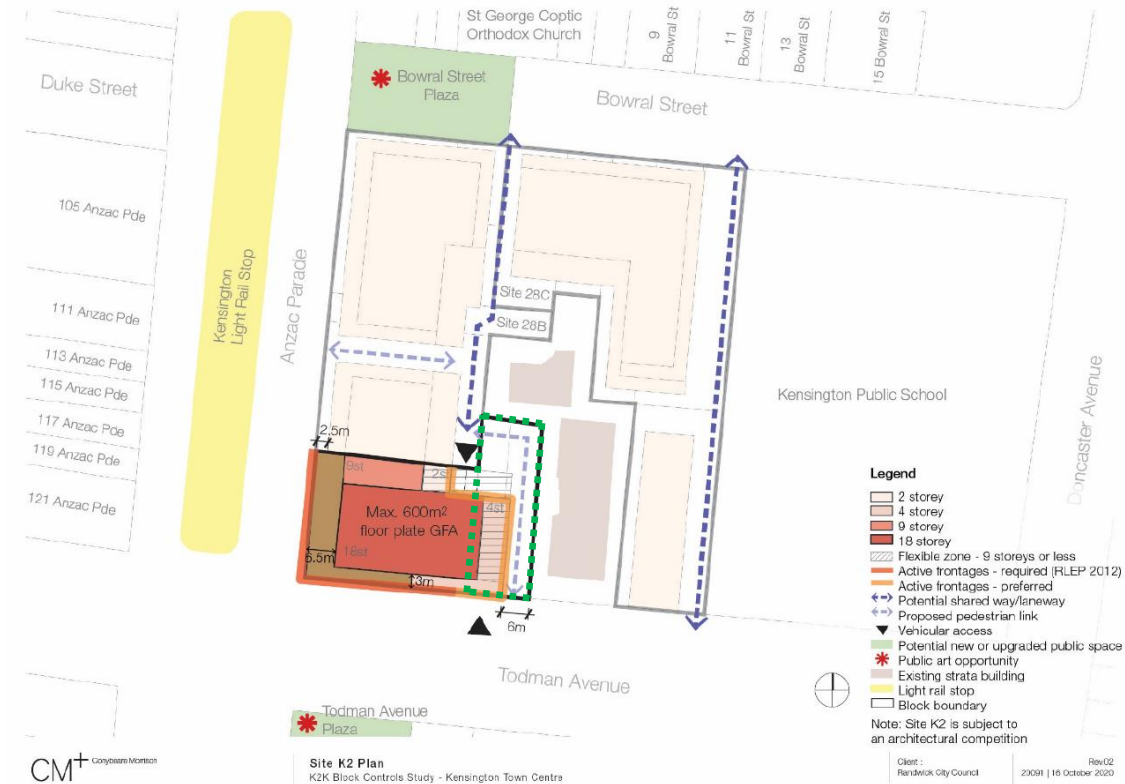


Figure 4: K2 site (Nos. 118-120 Todman Avenue shown in green dashed line)

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering services and regulatory functions: | |
|---|---|
| Service area | Development Assessment |
| Function | Assessment of Development Applications |
| Delivery program commitment | Assess and determine Development Applications, Modification Applications and Review Applications under the Environmental Planning and Assessment Act 1979 |

Resourcing Strategy implications

N/A

Policy and legislative requirements

The draft Voluntary Planning Agreement has been prepared and publicly notified in accordance with the EP&A Act and meets the principles and procedures of the Local Government Act and Council's Planning Agreement Policy.

Conclusion

The draft VPA was publicly notified in accordance with Section 7.5(1) of the EP&A Act. As a result of the public exhibition, no submission was received in relation to the draft VPA.

The draft VPA has been prepared, duly processed and publicly notified in accordance with the EP&A Act and meets the principles and procedures of the Local Government Act and Council's Planning

Agreement Policy. On this basis, it is recommended that Council enter into the deed with the Developer.

Responsible officer: Frank Ko, Manager Development Assessment

File Reference: DA/414/2020

CP4/23

Explanatory Note

Planning Agreement

172 – 180 Anzac Parade & 116R Todman Avenue, Kensington

1 Introduction

- (1) The purpose of this Explanatory Note is to provide a plain English summary to support the notification of a draft Voluntary Planning Agreement (**Planning Agreement**) under s7.4 of the *Environmental Planning and Assessment Act 1979* (NSW) (**Act**).
- (2) This Explanatory Note has been prepared jointly between the parties as required by clause 205 of the *Environmental Planning and Assessment Regulation 2021* (**Regulations**).
- (3) This Explanatory Note is not to be used to assist in construing the Planning Agreement.

2 Parties to the Planning Agreement

The parties to the Planning Agreement are:

- (1) Randwick City Council (ABN 77 362 844 121) (**Council**); and
- (2) Perpetual Trustee Company Limited (ACN 000 001 007) (**Developer**).

3 Description of the Land to which the Planning Agreement applies

The Planning Agreement applies to the land comprising the following folio identifiers:

- (1) A/DP443852.
- (2) B/DP443852.
- (3) 1/DP101928.
- (4) 1/DP939269.
- (5) 1/DP100295.
- (6) 1/DP 561709.
- (7) 1/DP1131969.
- (8) 2/DP1131969,

located at 172 – 180 Anzac Parade & 116R Todman Avenue (**Land**).

4 Description of the Development to which the Planning Agreement applies

The Planning Agreement relates to the development generally described in Development Consent No. DA/414/2020 (**Development Consent**) which authorises development consisting of construction of a sixteen (16) storey mixed-use development comprising ground/first/second floor commercial spaces and a boarding house comprising 360 boarding rooms and a manager's room, basement parking, public plaza, pedestrian through-site link, signage, earthworks, landscaping and associated works (**Development**).

5 Summary of Public Benefit, Objectives, Nature and Effect of the Planning Agreement

The Developer is required to provide the following Public Benefit in accordance with the Planning Agreement.

The Developer will:

- (1) provide Works, being footpath widening works including landscaping along Anzac Parade and Todman Avenue by the earlier of twenty-four (24) months from the date the relevant Construction Certificate is issued or the issue of the first Occupation Certificate in respect of the Development;
- (2) provide the following Contributions:
 - (a) Monetary Contribution for the K2K Town Centre prior to the issue of third Construction Certificate in respect of the Development;
 - (b) Monetary Contribution for construction of Separated Bicycle Network prior to the issue of third Construction Certificate in respect of the Development;
 - (c) In lieu of the footpath widening works including landscaping along Anzac Parade and Todman Avenue by the earlier of twenty-four (24) months from the date the relevant Construction Certificate is issued or the issue of the first Occupation Certificate in respect of the Development;
 - (d) Community Infrastructure Monetary Contribution for community infrastructure in the Kensington and Kingsford community to be paid in accordance with the following:
 - (i) Twenty-five (25%) prior to the issue of the first Construction Certificate in respect of the Development.
 - (ii) Twenty-five (25%) prior to the issue of the second Construction Certificate in respect of the Development.
 - (iii) Fifty (50%) prior to the issue of the third Construction Certificate in respect of the Development; and
- (3) provide an Affordable Housing Levy Contribution prior to the issue of an Occupation Certificate in respect of the Development; and

The **objective** of the Planning Agreement is to provide a material public benefit to be applied towards community infrastructure.

The **nature** of the Planning Agreement is a contractual relationship between the Council and the Developer for providing the Public Benefit.

The **effect** of the Planning Agreement is that the Developer will provide the Public Benefit in the manner provided for by the Planning Agreement (as applicable).

6 Assessment of the Merits of the Planning Agreement and Impact on the Public

The Planning Agreement promotes:

page 2

14917259.1

- (1) the public interest; and
- (2) the Objects of the Act.

The Planning Agreement will provide a material public benefit to be applied towards community infrastructure and also provides a benefit by way of monetary contributions, including towards affordable housing.

7 Identification of how the Planning Agreement promotes the public interest

The Planning Agreement supports the public interest in the following ways:

- (1) By facilitating the improvement of public infrastructure to be utilised by the broader community.
- (2) By promoting the social and economic welfare of the community and a better environment.
- (3) By providing increased opportunity for community participation in environmental planning and assessment.
- (4) To promote the orderly and economic use and development of land.
- (5) To promote the delivery and maintenance of affordable housing.

8 How the Planning Agreement promotes the Guiding Principles for Councils

The Planning Agreement promotes a number of the Guiding Principles for Councils under section 8A of the *Local Government Act 1993* (NSW), as follows:

- (1) To plan strategically, using the integrated planning and reporting framework, for the provision of effective and efficient services and regulation to meet the diverse needs of the local community.
- (2) To manage land and other assets so that current and local community needs can be met in an affordable way.
- (3) To act fairly, ethically and without bias in the interests of the local community.
- (4) To recognise diverse local community needs and interests.
- (5) To have regard to the long term and cumulative effects of its decisions on future generations.
- (6) Transparent decision-making and active engagement with local communities, through the use of the integrated planning and reporting framework and other measures.
- (7) Providing strong and effective representation, leadership, planning and decision-making.
- (8) Applying the integrated planning and reporting framework in carrying out functions so as to achieve desired outcomes and continuous improvements.
- (9) Working with others to secure appropriate services for local community needs.

9 Identification of whether the Planning Agreement conforms with the Council's local infrastructure delivery plan

The Planning Agreement conforms with Council's local infrastructure delivery plans in meeting the development objectives for the establishment, ongoing management and development of infrastructure on community land, which are consistent with the community expectations for local infrastructure.

CP4/23

Director City Services Report No. CS6/23

Subject: Improving Drainage Options on Anzac Parade between Lawson Street and Hillary Parade, Matraville

Executive Summary

- Following recent storm events in 2023, drainage issues have been identified at Anzac Parade between Lawson Street and Hillary Parade, Matraville and Lenthall Street, Kensington.
- Investigations have since been completed in regard to the identified drainage issues and several short-term solutions at Anzac Parade are recommended to alleviate the immediate flooding issue. Council will further investigate longer term solutions to a potential wider network issue.
- Council officers have previously investigated short term options at Lenthall Street but found it was not feasible.
- It is planned to submit a grant application to conduct a detailed investigation and feasibility study for mitigation options of the drainage on Lenthall Street Kensington, immediately east of Southern Cross Drive.

Recommendation

That Council:

- a) implement the short-term solutions at Anzac Parade and investigate longer term solutions to wider drainage issue.
- b) submits a grant application through the 2023-24 NSW Department of Planning and Environment floodplain management program to commence a detailed investigation and feasibility study of the drainage in Lenthall Street Kensington, immediately east of Southern Cross Drive.

Attachment/s:

Nil

CS6/23

Purpose

The purpose of this report is to respond to a council resolution in relation to drainage issues at Anzac Parade between Lawson Street and Hillary Parade, Matraville and at Lenthall Street, Kensington.

Discussion

At its meeting held on 28 February 2023, Council resolved as follows:

“(Chapple/D’Souza) that:

- (a) Council officers urgently bring back a report with solutions to improve drainage options for Anzac Parade between Lawson Street and Hillary Parade in consultation with residents who have experienced significant flooding to properties in recent weeks; and*
- (b) Council also urgently engages in a detailed investigation/design regarding drainage on Lenthall Street Kensington, immediately east of Southern Cross Drive. As Southern Cross Drive is the LGA boundary with the City of Sydney, we work collaboratively with them to establish the best course of action.*

Anzac Parade

Short Term Approach

Following recent rain events of moderate intensity, flooding was experienced along Anzac Parade between Lawson Street and Hillary Parade. The storm caused localised flooding along the western portion of Anzac Parade and the consequential land slip on the eastern side of the median strip along Anzac Parade. The flooding caused nuisance flooding and the landslip resulted in soil being washed onto the southern carriageway of Anzac Parade.

Following this event, Council organised a condition assessment via CCTV on 22 March 2023 of the drainage network by our contractor. CCTV footage was reviewed, and the drainage network was assessed to be in fair condition. No blockages of the pipes were noted at the time of inspection.

Based on the site investigation, a review of the drainage network was undertaken including the layout and size of the pipes, and the CCTV survey. The assessment concluded that:

- The sag pit located in the driveway of 1185 Anzac is draining a catchment of more than 2,000m². This pit is a double grated pit and can get blocked easily. If this pit is blocked, water will start ponding and flooding will occur.
- A first assessment of the stormwater network downstream of this pit concluded that the network may be undersized, with two 525mm pipe and one 375mm pipe running into a 600mm pipe. This will need to be confirmed based on a hydraulic model.

To improve drainage at that location and reduce the risk of flooding, Council will implement short- and medium-term mitigation measures. The short-term actions are aimed at reducing the risk of blockage at the sag point and the risk of flooding during minor storms. Council will undertake the following civil works:

- A new kerb inlet with a 2.4m lintel will be built at the low point, just south of the existing pit located in front of 1185 Anzac Parade.
- This new pit will be connected with a 450mm pipe to the existing pit.
- These works are planned to start mid-March 2023

The short-term solutions proposed have been discussed with the affected owner and the owner is supportive of Council’s plan. It is important to note that the downstream capacity of the network will not be changed at this stage. Flooding may still occur during larger storm events that exceed the capacity of the underground network. However, the aim of the medium-term approach is to investigate this matter further through hydraulic modelling to understand what actions or solutions can be implemented to reduce this risk.

Medium term approach

The existing pit may have been potentially blocked due to sand laden runoff. Following the pit installation and provided the existing stormwater system is then maintained and kept clean, additional pipe network upgrades may be a lower priority.

Lenthall Street

Lenthall Street is within the West Kensington catchment and included in a Flood Study of the Green Square – West Kensington catchment. The south-western end of Lenthall Street, underneath Southern Cross Drive is a location which can be subject to flash flooding in rain events with a 50% Annual Exceedance Probability (approximately 1 in 2-year storm events). The flooding occurs because of the topography and the limited capacity of the existing drainage network, creating a trapped low point.

In 2019, Council officers undertook an analysis of the drainage infrastructure capacity and noted that there were smaller diameter pipes downstream of the upstream pipe on the north- western side of the road.

Installation of larger diameter stormwater pipes was investigated but could not be accommodated due to underground services that do not provide adequate clearance. At the time, Council was unable to develop other options that were feasible. It will require a more detailed investigation / design covering a larger area and number of trunk drainage lines and pits. The Floodplain Risk Management Plan suggests investigating the construction of a detention basin within the Australian Golf Course. This option will be subject to extensive negotiation with the Golf Club. Southern Cross Drive is the LGA boundary with the City of Sydney. Any downstream upgrade options of the drainage network will involve collaboration with the City of Sydney.

Council officers are planning to submit a grant application through the 2023-24 NSW Department of Planning and Environment grant program to engage consultants that can develop mitigation options and conduct a feasibility study.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering services and regulatory functions: | |
|---|--|
| Service area | Technical Services |
| Function | Floodplain Management |
| Delivery program commitment | Manage catchments within the LGA to reduce the risk of flooding to people and properties |

Resourcing Strategy implications

Short term financial implications will be covered under the current 2022-23 Road Services Budget for Drainage maintenance.

The Lenthall Street investigation is estimated at \$80,000 - \$100,000. The funding for this work is subject to a grant from the NSW grant funding for flood mitigation works. Council will have to contribute 25% of the project estimate to supplement the grant funding. Funds are available from the current drainage capital works program.

Policy and legislative requirements

- Local Government Act, 1993
- NSW Floodplain Development Manual
- Green Square – West Kensington Floodplain Risk Management Plan and Study

Conclusion

Council will undertake immediate drainage works in the vicinity of 1185 Anzac Parade, Matraville, to mitigate the risk of flooding during minor storms. Council will also commence drainage investigation of the area and will prepare a hydraulic model of the drainage network to propose mitigation options to reduce the risk of flooding at that location.

The Lenthall Street flood mitigation feasibility study will be nominated for funding in the 2023-24 NSW Department of Planning and Environment grant program.

Responsible officer: Ryan Zammit, Manager Infrastructure Services

File Reference: F2019/00865

Director City Services Report No. CS7/23

Subject: Draft Matraville Public Domain Master Plan and Public Exhibition Outcomes

Executive Summary



- Council officers have been developing the Matraville Public Domain Master Plan and conducted community consultation at key milestones. The second stage of community consultation and public exhibition for the Draft Matraville Town Centre Public Domain Masterplan (PDMP) have been completed.
- Stage 1 of community consultation identified community values, issues and obtained an insight from the community on improvements, upgrades and initiatives for the Matraville Town Centre. Stage 1 consultation was held in September 2021. The consultation feedback was incorporated into the development of the Draft Matraville Town Centre Public Domain Masterplan (PDMP) and Implementation Plan.
- Stage 2 of community consultation focused on informing the community of the draft Public Domain Masterplan and Implementation Plan and gathering their feedback. The public exhibition was conducted between 6 December 2022 and 6 February 2023.
- The public exhibition feedback has been documented in the Stage 2 Community Consultation Report (Attachment 1).
- The draft Public Domain Masterplan and Implementation Plan has been finalised accordingly (Attachments 2 and 3).

Recommendation

That.

- a) Council adopts the draft Matraville Town Centre Public Domain Masterplan and Implementation Plan and;
- b) key components identified in the Short-Term Plan of the Implementation Plan proceed to Concept Design and added to the draft 2023 -24 capital works program.

Attachment/s:

1.  Community Consultation Report - February 2023
2. Final Draft Public Domain Master Plan
3.  Final Draft Implementation Plan

Purpose

On 13 of December 2022, Council resolved:

“(Burst/Said) that:

- a) *Council notes the Matraville Town Centre Engagement Outcomes Report (Stage 1);*
- b) *Council endorses the Draft Matraville Town Centre Public Domain Masterplan for Public Exhibition; and*
- c) *the final Draft Matraville Town Centre Public Domain Masterplan be brought back to Council for adoption.”*

This report outlines the outcomes of the public exhibition on the draft Matraville Town Centre Public Domain Masterplan (PDMP) and Implementation Plan. The report seeks endorsement of the draft masterplan.

Discussion

Background

Matraville is a local urban centre with the town centre generally located along Bunnerong Road, between Beauchamp Road and Franklin Street. The centre provides local convenience and some specialty retail and dining. It is a car-dominated destination and lacks pedestrian amenity. It also lacks a distinctive identity as a local place.

For some time, the local community and business owners have requested that Council undertake improvements to the town centre. It should be noted that Bunnerong Road is classified as a State Road with the carriageway managed by TfNSW. This creates constraints in the planning and development potential within the precinct.

The proposed PDMP has a 10-year focus for the delivery of certain improvements and outlines the ultimate vision for Matraville which is included as a 20-year aspirational aim for the precinct. The Implementation Plan includes short, medium, and long-term proposals.

Community Consultation Scope

Engagement with the community and key stakeholders has been a key component in the development of the draft PDMP. This plan seeks to enhance the image and amenity of the Matraville town centre through the future reconfiguration of Bunnerong Road, the provision of street trees, new paving, furniture, landscaping, as well as new public spaces that are attractive, safe, and vibrant.

The development of the masterplan involved Council working with the Transport for NSW “Movement and Place” team to obtain overall general support for the direction and key components of the masterplan. Many proposals identified will require a formal approval process via Transport for NSW before physical works can be undertaken.

The following summarises the Matraville Town Centre Public Domain Masterplan community consultation that has been undertaken for this project:

There were two stages of community engagement conducted:

- Stage 1 was undertaken between 1 September 2021 and 30 September 2021. It included comprehensive consultation with the community and key stakeholders to understand their issues, gather views and seek suggestions for the precinct.
- Stage 2 was undertaken between 6 December 2022 and 6 February 2023. It included public exhibition to seek feedback on the draft masterplan which was developed utilising the initial community feedback from the stage 1 consultation.

The outcome of this public exhibition is summarised in the Community Consultation Report (Refer Attachment 1).

The community engagement activities undertaken in Stage 2 were:

- Dedicated consultation website to view the masterplan and make a submission
- Four-page information sheet dropped into all residential and business mailboxes in Matraville
- Posters in the town centre
- Pop-ups in the town centre: 20 December 2022, 19 January 2023 and 23 January 2023
- Email to Your Say subscribers: 6 December 2022
- Randwick News (weekly email): Weekly listing during consultation period
- Facebook posts: 29 December 2022, 18 and 22 January 2023
- Presentation to Matraville Precinct meeting: 13 February 2023
- Letter to key stakeholders
- Media release
- Listing on Randwick City Council's *Current Consultations* webpage
- Email to all precincts
- Councillor notification

A dedicated 'Your Say' Randwick website was created to exhibit the draft masterplan and implementation plan and receive feedback from the community. The website was launched on 6 December 2022 and was open for 63 days, closing 6 February 2023.

During this time, the site experienced the following:

- 1997 unique visitors to the Your Say site
- 880 downloads of the draft Public Domain Masterplan
- 671 downloads of the draft Implementation Plan
- 304 downloads of the draft Masterplan summary
- 44 submissions, plus a further 11 submissions sent via email to Council
- At total of 44 survey submissions were received via the Your Say website
- A reach of 16,553 users on Facebook
- A reach of 6,719 on Instagram

Outcomes of Stage 2 Consultation

Community Feedback

Engagement data indicated a broad level of support for the exhibited draft Public Domain Masterplan and Implementation Plan. Overall, 56% of respondents were happy with the draft Masterplan, 15% were neutral and 29% were unhappy.

Those that were happy expressed interest for the following features of the Masterplan:

- Widened footpaths on Bunnerong Road
- New public spaces for community use
- New active transport connections
- Speed limit reduction on Bunnerong Road
- Increased greening throughout the Town Centre.

Those that were unhappy raised issues and suggestions relation to:

- The perception that the Masterplan will increase traffic within the Town Centre
- Concerns over parking within the Town Centre
- Concerns over the timing to implement the long-term vision.

In addition, community feedback indicated a desire to undertake components found within the short-term phase of the implementation plan as soon as possible. These include:

- Improved median strip planting
- Upgrading substandard paving, street furniture and access ramps
- Additional pedestrian crossings
- Speed limit reduction of Bunnerong Road

Feedback from on-site pop-ups

Generally, the community support transforming Matraville into a pedestrian friendly and healthy Town Centre including:

- Implement short term improvements as soon as possible
- Concerns over loss parking and traffic within the Town Centre
- Work with local business owners to improve street frontage facades and signage

Specific feedback was gained from some Community groups and agencies, and these are summarised below.

Matraville Precinct Committee

Generally, support transforming Matraville into a pedestrian friendly and healthy Town Centre including

- Implement short term improvements as soon as possible
- Concerns over loss parking and traffic
- Concerns over heavy vehicle movement

NSW Health

Commended the commitment of Randwick City Council on the draft masterplan and the noted that the design principles support long term incremental improvements in community health outcomes.

BikeEAST

Generally, in support improving pedestrian and cycling amenity in the Town Centre, including

- Increased pedestrian crossing times and bicycle lanterns at intersections
- Support the reduction of speed limit
- Suggest shared pathways for the Medium-Term Implementation Plan.

St Agnes School

Generally, supportive of the Masterplan and agreed to work with Council to implement its objectives.

Summary of Draft Matraville Public Domain Masterplan (PDMP)

The PDMP is a 20-year vision to guide future public domain improvement works necessary to strengthen the Matraville Local Centre. The draft Plan identifies opportunities for improvements to the streetscape, the creation of new and improved public spaces, improved pedestrian connectivity with a strong pedestrian spine along Bunnerong Road.

The following is a summary of the benefits of the Matraville Town Centre PDMP:

- Bunnerong Road to become a pedestrian friendly and leafy precinct with widened footpaths, outdoor dining, plaza areas and generous street tree plantings
- New community spaces at Baird Ave Car Park and St Agnes School Bunnerong Road
- Improved pedestrian safety with new pedestrian crossings and proposed reduction of speed limit on Bunnerong Road and surrounding streets
- Celebration of Indigenous culture through public art
- Celebration of local culture through public art
- New and robust street furniture and paving
- Additional street tree plantings throughout the Town Centre precinct
- Upgraded arcade connecting the Baird Ave precinct to Bunnerong Road.
- Allocation for future active transport connections and associated cycling infrastructure
- Improvements to existing bus stops, with new furniture and boarding facilities
- Potential for heavy vehicles to be redirected away from the Town Centre
- Gateway / markers to create a sense of arrival into the Town Centre precinct

It should be acknowledged that part of this long-term plan depends upon the future nature of movements along Bunnerong Road, and that reducing traffic congestion and reducing freight movements away from the town centre will play a critical role in town centre placemaking.

Implementation Plan

As part of the draft PDMP, an Implementation Plan has been developed to assist in the delivery of the improvements. A staged approach is necessary as it allows for practical steps to be taken in the short-term, with commitment to long-term investment to achieve the vision and major changes.

Three stages of design and development are proposed for Matraville public domain, which are:

- **Small:** Base Concept - practical actions, short-term investment, improvements, and upgrades
- **Medium:** Balanced Concept - feasible actions, mid-term investment, value adding improvements
- **Large:** Vision Concept - bold actions, longer-term investment, re-structuring

The following details the major components included in each of the stages:

Short-Term (0-5 years)

- Improve median strip planting with native and low water use species and increase tree canopy coverage
- Upgrade sub-standard paving, street furniture and access ramps where necessary
- Addition of gateway art and lighting at either end of Bunnerong Rd
- Upgrade of existing playground equipment at Baird Reserve and activation of Baird Ave carpark with a temporary program
- Additional pedestrian crossings where missing
- Commence process to reduce speed through Town Centre to 40km/h
- Work with local business owners to improve street frontage facades and signage
- Undertake surveys, modelling, relevant studies and identify further approvals needed for road cross section reconfiguration in preparation for medium term implementation

Medium-Term (5-10 years)

- Restructuring of Bunnerong Rd - including removal of median, continuous planting and addition of planting bulb outs at regular intervals down Bunnerong Rd
- New paving of widened footpaths along Bunnerong Rd, with additional street furniture
- Additional lighting at key places and gateways along Bunnerong Rd
- Development of Baird Avenue Car park with a new community facility and improved link to playground and arcade
- Expanded plaza in front of St Agnes Church & School
- Seek to create a new through site link connecting between Bunnerong Rd and Hunter Ave
- Potential cycleway zone down each side of Bunnerong Rd and a vehicle speed reduction
- Continue working with local businesses to continue facade upgrades and removal of outdated signage
- Underground powerlines around key places

Long-Term Vision (20 years)

- New public art at gateways and key places along Bunnerong Rd, that reflect Matraville's identity
- New smart lighting poles along Bunnerong Rd and catenary lighting at gateways
- Widen footpaths and upgrade plazas along Bunnerong Road to create additional space around intersections
- Convert signalised crossings at Bunnerong Rd/Daunt Ave to raised intersection.
- New separated cycleway lane along Bunnerong Rd
- Gateway and central spine signage and treatment along Bunnerong Rd to give pedestrian priority

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:

| | |
|-----------------------------|---|
| Strategy | Economic Development |
| Outcome | A city with diverse, active places for businesses, including vibrant town and neighbourhood centres |
| Objective | Ensure 86% or more of our community are satisfied* with the vitality of town centres by 2032 |
| Delivery program commitment | Implement place management plans that reflect the unique character of town centres to guide planning, marketing and activation initiatives that nurture small business by 2030. |
| Delivery program commitment | Identify and prepare 3 business cases for prioritised public space improvement or activation projects to leverage State and Federal Government funding opportunities as they arise by 2023. |

Resourcing Strategy implications

The next steps to deliver improvements to the Matraville Town Centre would be to identify budget in a future capital works program for the following:

- Comprehensive land survey for areas to be improved in the short term - \$50,000
- Procurement of design services to undertake design and documentation of short-term improvements - \$200,000.

Funding for planning and implementation will be nominated in future capital works programs.

Policy and legislative requirements

- Randwick City Council Community Strategic Plan 2022-2032
- Randwick City Council, Vision 2040, Local Strategic Planning Statement (LSPS)
- Randwick City Council Economic Development Strategy May 2022
- Randwick City Council, Arts and Culture Strategy

Other relevant NSW government plans and policies including:

- Future Transport 2056, Southeast Sydney Transport Strategy 2020
- Draft NSW Public Spaces Charter: Healthy and Active
- Sydney green grid plan 4 central district 2017

Conclusion

The consultation feedback indicates that the community and key external stakeholders are generally in support of the draft Matraville Town Centre Public Domain Masterplan and Implementation Plan. Engagement participants especially loved the introduction of new street trees, widened footpaths, bicycle infrastructure and new public spaces.

The community noted concerns over traffic, parking, and heavy vehicle movement through the Town Centre. Council officers note that long term enhancements to Bunnerong Road will be subject to future transport studies and State Government approvals, particularly Transport NSW. Issues around parking and traffic will require comprehensive study as projects arise from the masterplan.

In addition, community feedback indicated a desire to undertake components found within the short-term phase of the implementation plan as soon as possible. These include:

- Improved median strip planting
- Upgrading substandard paving, street furniture and access ramps
- Additional pedestrian crossings
- Speed limit reduction of Bunnerong Road
- Work with local business owners to improve street frontage facades and signage

It is recommended that draft Matraville Town Centre Public Domain Masterplan and Implementation plan are adopted by Council, and key components identified in the short-term stage of the Implementation Plan implemented through future capital works programs.

Responsible officer: Kerry Colquhoun, Coordinator Open Space Assets

File Reference: F2021/00234

CS7/23

COMMUNICATIONS

Community Consultation Report Matraville Town Centre Masterplan

13 February 2023



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randwick.nsw.gov.au

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CS7/23

Matraville Public Domain Masterplan



1. Summary

Randwick Council has developed a draft Public Domain Masterplan and Implementation Plan for the Matraville Town Centre.

The following report outlines the consultation program undertaken to gather community feedback on the plan. The community were invited to read the masterplan and share their thoughts online or in person at several pop-ups in the town centre.

The consultation was promoted using digital and social media, mailbox drop and posters onsite.

The Your Say Randwick webpage had 1997 unique visitors and the entire consultation had more than 100 engagements.

Based on the submissions received and comments heard at the pop-up sessions, there is overall support for the masterplan, but there is concern about the impact on traffic and parking. There were also numerous requests for more greenery and for the implementation plan to start sooner.

2. Community engagement strategy

2.1. Background

Randwick Council has developed a draft Public Domain Masterplan and Implementation Plan for the Matraville Town Centre.

The exhibition of the draft masterplan is the second stage of consultation. In September 2021, Council consulted with the community to help the preparation of the draft Masterplan, focussing on the Bunnerong Road corridor from Beauchamp Road to Harold Street, and centred around the intersection with Perry Street and Franklin Street.

The community were invited to take an online survey, use an interactive map to share what they love, dislike or think is an opportunity, or join an online workshop.

What we heard:

- The town centre is negatively impacted by traffic
- Support for improved pedestrian safety and cycling infrastructure
- Celebrate Matraville with public art and local events
- Wider footpaths for outdoor dining and markets in Baird Avenue or behind the RSL

Based on this feedback, the draft masterplan has been developed and is a long-term plan for the town centre, which will guide future public domain improvements for the next 10-20 years.

2.2. Objectives

The consultation program aimed to gather community feedback on the masterplan and determine the level of support for the masterplan's five key design principles and implementation plan.

2.3. Consultation period

The consultation was open 6 December 2022 to 6 February 2023.

The project was assessed as having a high-level local impact.

IAP2 Consultation level: Consult (we will keep you informed, listen to, and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision).

2.4. Consultation activities

Community engagement activities undertaken:

- Dedicated consultation website to view the masterplan and make a submission
- Four-page information sheet dropped in all residential and business mailboxes in Matraville
- Posters in the town centre
- Pop-ups in the town centre: 20 December 2022, 19 and 23 January 2023
- Email to Your Say subscribers: 6 December 2022
- Randwick News (weekly email): Weekly listing during consultation period
- Facebook posts: 29 December 2022, 18 and 22 January 2023
- Presentation to Matraville Precinct meeting: 13 February 2023
- Letter to key stakeholders
- Media release
- Listing on Randwick City Council's *Current Consultations* webpage
- Email to all precincts
- Councillor notification

3. Consultation outcomes

3.1. Your Say Randwick website

A dedicated Your Say Randwick website was created to exhibit the draft masterplan and implementation plan and receive feedback from the community.

The website was launched on 6 December 2022 and was open for 63 days, closing 6 February 2023.

During this time, the site experienced the following:

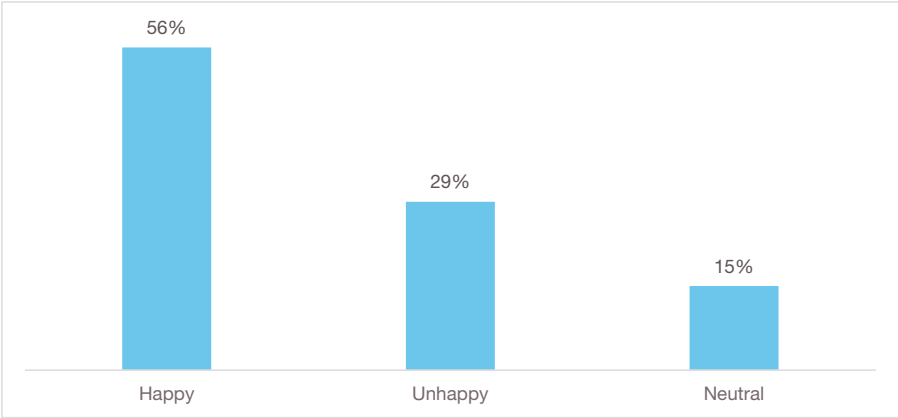
- 1997 unique visitors to the Your Say site
- 880 downloads of the Public Domain Masterplan
- 671 downloads of the Draft Implementation Plan
- 304 downloads of the Masterplan summary
- 44 submissions, plus a further 10 submissions sent via email to Council

3.2. Survey submissions via Your Say Randwick

At total of 44 survey submissions were received via the Your Say website.

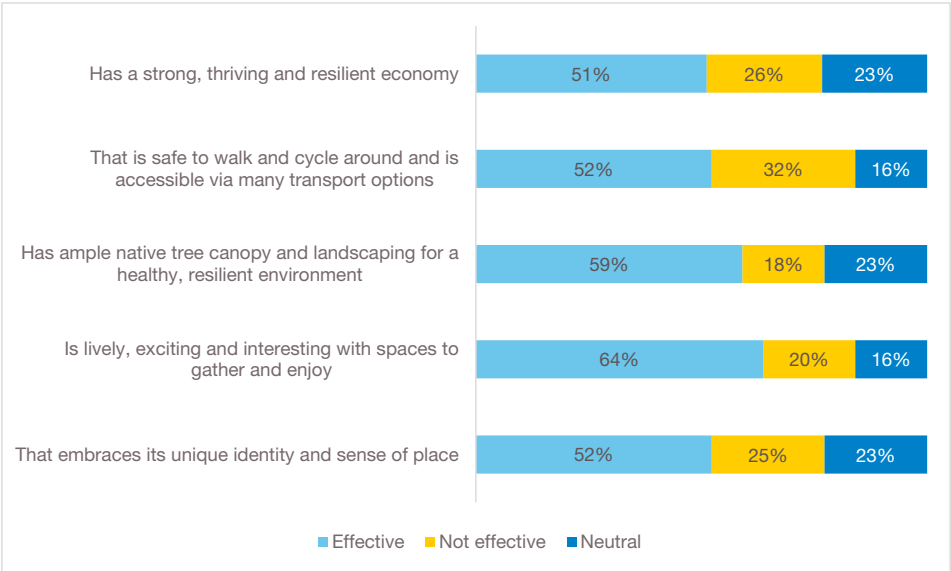
Most respondents identified as living in Matraville (58%) and were a personal submission (only one submission was on behalf of a business or organisation).

3.2.1. Overall, how do you feel about the Matraville Public Domain Masterplan?



Graph 1: Happiness rating with the Matraville Masterplan

3.2.2. The masterplan follows five key design principles to guide the vision for Matraville by 2040. Generally speaking, how effective do you feel the masterplan is at creating a town centre:



Graph 2: Perceived effectiveness of the Matraville Masterplan

3.2.3. Why do you say this?

Comments about the effectiveness of the masterplan were supportive overall. Those who were not supportive had concerns about the negative impact on traffic and parking. A few did not support the cycleway, equally others asked for more planning for cycling. There were also a few requests for more greenery and requests for the masterplan to be implemented sooner.



"Matraville sorely needs this sort of improvement."

"The 5 design principles are great. They will make Matraville a more appealing space, and build businesses through attracting more customers."

"I don't understand why you think it is appropriate to reduce the number of lanes eventually to only 2 lanes."

"I am concerned about the parking situation on Bunnerong Road. Is there enough parking for a growing community?"

All comments are shown in the following table.

| | Comments on the design principles |
|---|---|
| 1 | The Public Domain seems to be very small and tucked away from a main road. Seeing as the main mode of transport for people to get there would be a car, there isn't much room to park it. There doesn't seem to be much planning or allowance for bicycles, which would be a great alternative. More people would cycle if they felt safe on the road, but most bike paths in Randwick and in Sydney don't connect. As far as public transport to the location goes, there are very few buses. I certainly would not visit. |
| 2 | More concentration should be made to revitalization of Belmore Rd Shopping Centre not other areas |
| 3 | <p>'I think that this has raised more questions than answers, a Matraville Master Traffic Plan is urgently needed.</p> <p>While the master plan looks very pretty and there are a variety of trees and plans listed, both the questions above and the master plan do not address the current traffic congestion:</p> <ul style="list-style-type: none"> - Trucks from Port Botany driving through Matraville shopping precinct. - If you remove lanes and widen nature strips, where is this traffic being redirected to? The back streets are narrow and Jennings street is already being used as a rat run. - Additional traffic bottlenecks due to poor planning are adding to the problem e.g. driving southbound along Bunnerong Rd drivers find themselves in a right turn only lane into Perry St that they have not opted to be in. Most drivers begin avoiding the lane from as far back as Beauchamp Rd. - Addressing of traffic congestion around Woolworths? - U-turns at Bunnerong Road traffic lights (constant despite the signs) - what is the reason people do this? What is the plan to address this? - Why is the traffic outside a primary school set to 40km/hour and then you slow it down to 10-25km per hour where there are less shops at the Northern Gate? |
| 4 | It looks effective in principle on paper. |
| 5 | Matraville sorely needs this sort of improvement |
| 6 | The 5 design principles are great. They will make Matraville a more appealing space, and build businesses through attracting more customers. Slower car traffic means less noise. More trees means more shade. More pedestrian crossings means more accessibility, especially for those who are less mobile. |
| 7 | About time |

| Comments on the design principles | |
|-----------------------------------|---|
| 8 | Because Bunnerong Road in Matraville is dead after 6PM by increasing the business opportunities along the road, we can revive our city even more so it gets busy until 9-10pm at least. |
| 9 | It looks great |
| 10 | It is missing one key area that needs attention and revitalisation in the area. |
| 11 | Whilst I think the plan is good, I think given the timeframe it lacks ambition. I'm very surprised that most if not all that the plan aims to achieve could not be accomplished in 5 years. |
| 12 | It looks good at this stage but I doubt it will come to it's full stage as depicted. |
| 13 | - I would like to see even more greenery, gardens, and specially trees than proposed. - The local economy will greatly benefit from open public spaces, increasing foot traffic, and becoming more family friendly, with markets, better quality dining options, and hopefully better local pub/more family friendly. |
| 14 | The council is approving more and more high rise units and duplexes, yet seem happy to make a main road (Bunnerong) narrower when there is already a backup of cars along the shopping strip. There will be so many more cars with all the developments being approved and they're considering making a main road narrower! |
| 15 | I believe integrating and renewing / developing the Baird carpark and reserve into the core town centre will be a great addition to the growing town centre and provide a much need green space where locals and visitors are able to utilise for recreation and/or social gatherings. |
| 16 | It's just what this upcoming suburb needs for our growing population we need more places walking distance to sit at cafes with trees and a safe environment for all to enjoy bring it on well done |
| 17 | I mostly agree with a lot of the plan, however I strogly disagree with - 1 -a 40kph spead limit if the plan is for Bunnerong Rd to be restricted to this speed. All this will do is encourage motorists to use back streets. All major roads should remainat 60kph, if any concern for pedestrian exist (which people have to have some responsibilty for their own safety) a gurad rail along the footpath?? Along this would restrict access to parked cars. 2 - Any reduction in parking space along Bunnerong Rd. All parking spots should remain, less parking will only hinder local business's along the road to get customers |
| 18 | I am supportive of this plan, it looks great. But... please see my comments below. |
| 19 | I live at...Bunnerong Road which backs onto the council car park in Baird Lane. This parking is used by residents in the area and I'm concerned that the plans don't include any car parking. Also I am concerned about the parking situation on Bunnerong Road. Is there enough parking for a growing community?? |
| 20 | As there is great big trees to grow large and provide cover for the community. Cafes will thrive as the all will contain outside seating that's amazing. Under ground mainscales will create a sense of community and a place you want to be rather than a place to just shop and go. |

| Comments on the design principles | |
|-----------------------------------|---|
| 21 | <p>Not effective for ample NATIVE tree canopy as many of the street trees that are proposed are NOT native. The feedback from the community is they want NATIVE trees, therefore why are you planning on planting trees that aren't native? There are many, many native tree options that will make this space incredible. Non-native trees that are planned (page 23): Fraxinus pennsylvanica (North America), Fraxinus pennsylvanica (Europe, Asia & America), Liriodendron tulipifera Tulip Tree (North America), Ulmus parvifolia Chinese Elm (Eastern Asia). Replace these trees with native trees.</p> <p>The long term vision to reduce the Bunnerong Rd / Beauchamp Rd Northern Gateway to one lane on the northern side is ridiculous. Has anyone who developed the plan actually experienced the traffic here? With all the development of duplexes Council is approving compounded by terrible public transport connections there will only be more and more cars on the road. There are always cars waiting to turn right from Bunnerong Rd onto Beauchamp which currently has a dedicated turning lane. This will just create a massive bottleneck and result in more time wasted by the growing population.</p> |
| 22 | <p>Have not seen the data on who uses what businesses now, how they access these, and what is projected. How do people take their animals to vet for example. Who uses the chemists and medical centres. How many shift workers are there within the Port Botany industrial area and what are they seeking after work or is this a 'field of dreams' approach. There has been a considerable decline in worker numbers over past couple of decades through automation eg. paper mill. The Matraville Post Office used to service residents and businesses who now have to travel to Hillsdale. So previously people would collect from mail boxes etc. and some would shop. This included residents south of Matraville as well as the businesses from Port Botany. What keystone businesses like this are planned for revival. How are the roads used now. How many have to use Bunnerong to access postal at Hillsdale, banks etc. Bunnerong is a State road used by HVs to access Port Botany. The Biosolids Trucks which used to access Sydney Water via Perry and Franklin now travel Beauchamp because of the load limit on Perry. This is the sort of data that should be in appendices. You need data before being in a position to answer questions above.</p> |
| 23 | <p>I don't understand why you think it is appropriate to reduce the number of lanes eventually to only 2 lanes.</p> <p>The peloton cyclists will NOT use any cycle e</p> <p>Way and use the road. This will be a disaster as I will never be able to get home via car anymore. Do you know how many cars pass through here. Please go for a drive. This is such a ridiculous idea. Would you reduce Anzac pde at Maroubra to only lanes NO I DONT THINK SO. Do you think Matraville is a sleepy village with no people. This is thoroughly ridiculous and you need to go for a drive through Matraville. I really can't believe this and am so outraged. I like the idea of improving Matraville but not at the loss of traffic lanes. Who came up with this brilliant idea. Obviously, someone who has never driven through here. How long will the bus take to go to the city now. Being forced to stupid light rail and then going slow through here will make it a 2 hour trip to the city. I am really shocked about thinking that lanes can be reduced. Who do you think is going to ride bikes through here.</p> |
| 24 | <p>The masterplan seems to want to make matraville a mini randwick or marrickville without acknowledging the community is different and bunnerong rd is a major road that frequently has significant traffic. Making the footpaths wider won't really fix anything as they are already quite wide and there aren't many restaurants that would suit outside eating along the strip. You would cook either in the morning or in the afternoon for most of the year with the sun on you.</p> |
| 25 | <p>It looks like a much needed modern upgrade. If only it could be started right away</p> |
| 26 | <p>There is too much emphasis on pedestrians and green space, when in reality its a major thoroughfare for traffic and parking is paramount to the continued survival of the shops.</p> |

| Comments on the design principles | |
|-----------------------------------|--|
| 27 | <p>I strongly disagree with changing the speed limit from 60Km/h to 40Km/h traffic is already slow enough with the pointless added turning lanes introduced.</p> <p>I strongly disagreed with cycle ways being added as hardly any cyclist use these paths, you only have to look at Bourke Road, Alexandria to see how pointless these lanes are and to lose lanes along Bunnerong Rd would further create massive traffic jams and help no one. This same argument applies to widening pedestrian footpath. Cyclists just use the normal road anyway.</p> <p>I disagree with more pedestrian crossings being added there are sufficient crossings now, better off educating pedestrians how to cross the road at the crossings already in place.</p> |
| 28 | <p>This master plan is ill conceived and will not transform the area- it will end up exactly like the plans around Kingsford with empty shopfronts, poor parking and no one using the outdoor dining on a main arterial road!!</p> |
| 29 | <p>I think the vision document/PDF is well conceived</p> |
| 30 | <p>Bunnerong rd is already so congested and is so dangerous due to that ridiculous right turn only lanes at the Perry st intersection. We need places to park when we visit the various business. There is not enough cafes etc to make it a place for outdoor dining and gathering. This is not Coogee with its cafe culture. It's enough we are dealing with constant construction, noise and traffic from the visitors to La Perouse on the weekends and during school holidays and the roads being congested by more and more people getting squeezed into the area, the streets jammed packed with cars, caravans, oversized trucks, trailers and boats, some of which never move! Why doesn't RCC just provide the services we pay for like mowing the grass? Why do we need to call up to get these services done??</p> |
| 31 | <p>To be frank, I have owned property in the commercial district of Matraville for decades and nothing of any real significance has been offered by Randwick Council to incentivise or support the establishment of restaurant/eatery/desert type businesses in this area. I rent our shop for next to nothing and it is difficult to cover rates and land taxes.</p> <p>Revitalising the district has been talked about for ages and I have commented on similar community development proposals offered by Council over many years and nothing has eventuated. (Please just do it). It is true that if there is space for outdoor dining, businesses may cease the opportunity to capitalise on that and change their type of operation and therefore the vibe of the area; but Council can do so much more to push this forward. A previous proposal had an outdoor stage area where shows, concerts, plays, art displays, pop up markets could operate from time to time. That would be great, particularly if Council could coordinate, facilitate and advertise such activities to draw people to the area.</p> <p>Also it is understood that Council needs to collect money from owners and business operators to keep services going, but more often than not employing strategies that reduce intake of Council fees for a period, will incentivise and give breathing space to entrepreneurs to do the rest!</p> <p>Eg: 1. Not charge business operators fees for chairs on the extended footpaths for a while (please ensure the footpaths are larger in from of all businesses including those in Perry St)</p> <p>2. No fees on restaurant/eateries/cafes establishment and operation for a while</p> <p>3. Council grants to help business/property owner's setup such businesses (for equipment etc). This should be part of the budget for this Council district upgrade. Eg 20K for each</p> <p>The point is that this type of upfront investment and sacrifice will get things moving quickly and will be recouped many times over by Council as property values increase (increased rates) and the use of the area increases.</p> |

| | Comments on the design principles |
|----|---|
| 32 | <p>Northern Gateway -</p> <ol style="list-style-type: none"> 1. Removing the left and right turning lane to Beauchamp Road from Bunnerong Road makes no sense. These connect people to Anzac Parade, Foreshore Road and Denison St. 2. Removing the lanes for buses to collect passengers creates traffic for everyone else on the road and removes parking for shops that rely on foot traffic. 3. I support this crossing at Beauchamp Rd. This is a good idea. 4. The median makes it safe for traffic and pedestrians to cross. Please do not remove the median strip. 5. You need to consult cyclists about what they want. Cyclists continue to ride on the road despite shared paths being built. 6. This removes parking for cars that go to shops that rely on foot traffic. 7. No one will want to eat outside on the corner of Beauchamp and Bunnerong Road. The noise from all the trucks is prohibitive. Where will the patrons park? There's nowhere for them to park so they can't go to the restaurant that will go out of business! 8. There's already parallel parking on Bunnerong Road. 9. New paving - consult the shop owners that will be impacted by this. 10. Will you be cutting down the existing tree for this mural on the wall of the fire station? 11. The bus stops are contracted by JC Decaux? <p>Daunt Avenue Shopping Strip</p> <ol style="list-style-type: none"> 1. I support creating the north crossing on Daunt Ave 2. You're blocking the vision of vehicles being able to see pedestrians attempting to cross and vice versa 3. The median makes it safe for traffic and pedestrians to cross. Please do not remove the median strip. 4. You need to consult cyclists about what they want. Cyclists continue to ride on the road despite shared paths being built. 5. This is currently a bus stop, removing that for a bike rack seems pointless 6. This is on a slope on a busy road, it doesn't appeal as an alfresco dining area 7. There's already plenty of existing parallel parking. Please do not reduce this. 8. New paving - consult the shop owners that will be impacted by this. 9. The bus stops are contracted by JC Decaux? 10. The arcade does need to be revitalised <p>Village Precinct</p> <p>Please do not remove parking here. Matraville gets busy and sometimes this is the only parking available.</p> <p>Community Precinct</p> <ol style="list-style-type: none"> 1. The garden beds will impact driver visibility of pedestrians and vice versa 2. The median provides a refuge for pedestrians that cross the road 3. You need to consult cyclists about what they want. Cyclists continue to ride on the road despite shared paths being built. 4. There's already a bin. Refer to above comment for bike rack. 5. There's already plenty of existing parallel parking. Please do not reduce this. 6. New paving - consult the shop owners that will be impacted by this. 7. This is on a slope on a busy road, it doesn't appeal as an alfresco dining area 8. Consult with the school if they want new plants 9. Consult with the Church if they want a new plaza <p>Southern Gateway</p> <ol style="list-style-type: none"> 1. This crossing seems fine compared to other intersections 2. This removes visibility of drivers to pedestrians and vice versa 3. The median provides a refuge for pedestrians that cross the road 4. You need to consult cyclists about what they want. Cyclists continue to ride on the road despite shared paths being built. 5. There is a bus stop here, replacing it with a parklet seems impractical. 6. Alfresco is okay here but this is a busy road and it seems impractical. |

| | Comments on the design principles |
|----|---|
| | <p>7. There's already plenty of existing parallel parking. Please do not reduce this.</p> <p>8. New paving - consult the shop owners that will be impacted by this.</p> <p>9. The bus stops are already contracted by JC Decaux?</p> |
| 33 | <p>'-the very modest investment in signage and paint for cycle ways needs to come in the short term not the long term. It's the stretch from military road corner with Bunnerong to Eastgardens that most needs it.</p> <p>-better pedestrian crossings needed at Beauchamp and also daunt corner with Bunnerong.</p> <p>-in addition to tree canopy in public land you need to better control what trees are being removed from knock down rebuild duplex projects. These are decimating the landscape as it seems any tree cutting goes.</p> <p>-a weekly market would be nice in the village precinct</p> <p>-a facility where cultural happenings can occur eg music , theatre , art lessons etc is missing, alternatives are as far as cbd or inner west; would be nice here.</p> |
| 34 | looks like a well thought out and produced plan with consultation from peak bodies |
| 35 | It's such a long stretch of road/ pavement it will need careful planning. More naturally shaded seats would help. |
| 36 | <p>The world would certainly be a better place if people cycled instead of drove en-masse, but the inclusion of cycleways as a significant development into this masterplan is unwarranted, fallacious and frankly ill-advised. I'm apologetically passionate about this because I've seen cycleways fail in far denser suburbs.</p> <p>All you have to do is look at densely populated suburbs like Woollahra / Paddington which connect to the CBD with substantial cycle infrastructure via Moore Park Road (which you rarely even see cyclists at all) - 'cycleways' that destroyed countless car spaces and by extension the viability of businesses - to see just how unnecessary and foolish this idea is for a suburb like Matraville which is far less densely populated.</p> <p>Street parking is part of the appeal and amenity of Matraville. We have a decade of evidence that cycleways fail and simply destroy car spaces - let's not make the same mistake for our special and unique suburb.</p> <p>My guess would be that people selecting this option as something they want for Matraville would have been similar to joining a gym on New Year's Day. You have all the best intentions, but ultimately, it's not something that will get used. As a bike owner myself - we'll cycle if we want to - cycleway or not.</p> |
| 37 | This is a nice plan and I like the amount of trees |
| 38 | <p>The bulk of the makeover is centred mainly on Baird Ave. Barwon Park and Perry St is the ONLY green space we have in Matraville, and nothing is being done there to improve seating, planting amenity in general or bicycle access from the Matraville CBD to these parks. Perry st should be enhanced with outdoor seating for workers in Matraville and the public to relax between shopping areas. The makeover should continue down Bunnerong Rd well past Perry/Franklin st. The area on Franklin St should be planted with Jacarandas to create a must see area of Matraville. More seating along Franklin St to take in the horse paddocks and green vistas. Barwon Park needs remediation as it floods often this needs to be fixed. These areas are being neglected.</p> |

Table 1: Comments on the effectiveness of the Masterplan to meet its objectives

3.2.4. Do you have any other comments on the Matraville Public Domain Masterplan?

Like the comments made about the perceived effectiveness of the masterplan, the final comments about the masterplan were supportive overall, but raised concerns about the negative impact on traffic and parking. There were also requests for the masterplan to be implemented sooner and to fix the buildings along Bunnerong Road.



"It's wonderful to think that Matraville may one day be a thriving hub with a village and community precinct."

"Why over so long, let's complete within 5years."

"I can't wait for more greenery; and I think it's so important to have place for community, where people can meet outdoors to play, shop and eat."

"Taking away too much parking that will just move the problems elsewhere."

"Perhaps think about refurbishing the current car park to allow for tree planting...A car park can always been used for farmers markets on a weekend if needed."

"The shops rely on people driving to matraville. Reducing parking is reducing foot traffic to shops."

"I think the most important thing is to address the issue of the run-down shop fronts."

| | | Do you have any other comments on the Matraville Public Domain Masterplan? |
|---|-------|--|
| 1 | Happy | Please build more bike paths, that connect Matraville with Eastgardens, with Maroubra Junction, with Randwick Junction and the beaches. Instead of building hubs, to which everyone will drive to and not be able to park. |
| 2 | Happy | It's wonderful to think that Matraville may one day be a thriving hub with a village and community precinct. I am curious though, how residents and local workers travelling via vehicle will park in order to access local businesses? Presently, the town center core along Bunnerrong Rd is limited, unless you park in the underground lot of Woolworths. On page 27 of the Draft Masterplan, the area keyed TOWN CENTER CORE - what is the proposal for the existing buildings? Will there be new construction? |
| 3 | Happy | No. Let's get started asap |

| | | Do you have any other comments on the Matraville Public Domain Masterplan? |
|---|-------|---|
| 4 | Happy | <p>Firstly, the Masterplan has a very positive vision with admirable goals. It states on page 32 "The pedestrian and cycle network should be seamless and well connected through the town centre and to the surrounding context. It aims to reduce vehicle, pedestrian and cyclist conflict and encourage people to walk or cycle rather than drive to town centre destinations." This is followed by "Widen and/or upgrade footpath along the Town Centre Spine"</p> <p>Achieving this requires reallocation of the roadscape on Bunnerong Rd. It currently has 6 lanes for cars and trucks. To discourage driving, and encourage active transport, Bunnerong Rd must have a road diet: https://www.victoriawalks.org.au/road_dieting/</p> <p>The suggested blisters are a start, but are insufficient. Council needs to convert the town centre from a stroad to a street https://www.strongtowns.org/journal/2017/10/30/the-stroad</p> <p>When the vast majority of people coming to the town centre are within a 2km radius, it makes no sense to over cater for car traffic.</p> <p>Specifically, please reallocate 2 car lanes to 2 bicycle lanes and wider footpaths. There should only be one lane each way for parking and one lane each way for driving. The 40 km/h speed limit only makes sense if the road is designed for 40 km/h, not just signposted as such. This means fewer and narrower lanes for cars. See https://globaldesigningcities.org/publication/global-street-design-guide/design-controls/design-speed/</p> <p>As such, please restate the suggestion as "widen and upgrade" not "widen and/or upgrade" on page 32.</p> <p>Secondly, Page 16 says "Make provisions for cycle infrastructure". Page 32 says "Introduce potential cycle path along Bunnerong Rd, Daunt Ave, Beauchamp Rd and Perry/Franklin St".</p> <p>These are vague statements. Please rephrase. A better statement is "separated cycle paths along Bunnerong Rd, Daunt Ave, Beauchamp Rd and Perry/Franklin St will ensure all people can safely access Matraville Town Centre." Remove the word "potential" - this weak word allows the Masterplan to be approved and enacted without achieving these specific features because they were only ever described as potential/optional.</p> <p>Key Place 3 is a section with better wording. The phrases "removal of 2 traffic lanes for pedestrian amenity" and "southbound separated cycle lane" are both mentioned without using the word "potential". Apply this to the whole Town Centre.</p> <p>In summary, the Masterplan has specific detail and suggestions in some areas (e.g. species of trees and colour of pavement), but lacks detail on specific changes that achieve the major goals (e.g. reallocating road space to change the way people access and move through the Town Centre).</p> |
| 5 | Happy | Why over so long, let's complete within 5 years. What's this raised intersection? I hope it's not an overhead bridge, don't need that |
| 6 | Happy | Daunt Ave shopping strip should be the first to start with. |

| | | Do you have any other comments on the Matraville Public Domain Masterplan? |
|----|-------|---|
| 7 | Happy | It needs more seating space with arm rests/handles for the elderly and disabled to stand up and sit down, using their arms as leverage. |
| 8 | Happy | While it's pleasant to see the speed limit is going to be 40kmh, why can't this be done much, much sooner. Also barr the very large semi trailers and even the B-doubles from passing through this town centre. |
| 9 | Happy | The council should promote tree planting on the surrounding streets as well. |
| 10 | Happy | <p>I have lived in Matraville all my life, growing up in Baird Ave. My parents still live in Baird Ave so I am very aware of one problem, which is traffic. Baird Ave narrows at the Beauchamp Rd end and the congestion in the street is ridiculous and actually dangerous. Any changes would have to include serious changes to the roadway.</p> <p>*****For example it may have to be only one way. *****</p> <p>What has made it worse are the recent changes made to the Perry St / Bunnerong Rd intersection. Cars back up down Perry St from the lights so that you cannot exit Baird Ave easily. I would go as far as to say that Baird Ave has become one of the most difficult streets in that area to navigate, so the last thing it needs is more cars trying to use an underground carpark!!</p> |
| 11 | Happy | <p>Yeah.</p> <p>1. I think they should, d have more detail of the perry and Franklin intersection and make sure the traffic is able to travel freely and easily through the intersection as at the moment its causing a bottle neck at school pick up times due to the massive amount of families cars picking up kids. Especially when heading south along Bunnerong Rd. Be smart and allow the lights when green to allow all traffic to go regardless of the direction.</p> <p>2. I think the Perry st and Franklin St roads where they verge into Bunnerong Rd should be a 2 lane road at the intersection and create big tree blisters with the additional lane taken near to the intersection as then this area will be very inviting and green with trees and flowering bushes. Only needs to be say 80m back from Bunnerong rd. and this would allow the pub to create a fantastic outdoor seating area for families and patrons to get fresh air and a meal together. Along with the cafes on Perry St section.</p> <p>3. Great plan for matraville as it has been a concrete jungle for too long with big trucks travelling through it on a regular basis but with this master plan I would hope this will change everything for the better of community on foot or on their bikes. Can't wait to see the construction to start.</p> <p>Thanks and well done. Great plan.</p> |
| 12 | Happy | <p>I am so excited to see the upgrades in my local neighbourhood. The Matraville town centre has so much potential but it needs a revamp like the plan has outlined. I can't wait for more greenery; and I think it's so important to have place for community, where people can meet outdoors to play, shop and eat. With everything else developing nearby (Pagewood Green, the Heffron Centre etc), this area can offer so much more than it currently does.</p> <p>Thank you Randwick Council - you are the best council in Sydney!</p> |

| | | Do you have any other comments on the Matraville Public Domain Masterplan? |
|----|---------|--|
| 13 | Happy | For this plan to work in reducing the Bunnerong Rd shopping strip down to only 4 lanes (including parking) in the shorter term plan, you have to put in the underground parking that is proposed. Given the plans are to take out the Baird Avenue parking and there will be significantly less parking along Bunnerong Rd for the shops/restaurants etc to be able to survive (and hopefully thrive) there has to be more parking put in |
| 14 | Happy | I would hope the extended sidewalks and Village Precinct will have space set aside for performance. Street performance should be an aspect of the Public Domain Plan - it increases foot traffic for businesses, contributes to authentic cultural engagement, ensures a safer space for community interaction, and employment for local artists. |
| 15 | Happy | The only thing I disagree with is the 40km Speed limit .. that should not be put in place Leave it at 50km |
| 16 | Happy | Definitely would like to see the Matraville precinct revitalised with more dining options to take the kids and family out, hang out etc. Will be interested to know whether proposed changes will make a drive north/south along Bunnerong Rd, travelling to/from Eastgardens, Maroubra, Kingsford etc during peak hours (school drop offs/pick ups etc). Also noticing a quite a few EVs in driveways in the neighborhood. So perhaps some allocated parking with fast charging facilities? |
| 17 | Happy | Please just do this work asap. |
| 18 | Happy | great asset to the community |
| 19 | Happy | Would like to see more native plantings |
| 20 | Unhappy | I think it is a waste of Rate Payers money and the focus should be on Randwick Junction. |

| | | Do you have any other comments on the Matraville Public Domain Masterplan? |
|----|---------|--|
| 21 | Unhappy | <p>Perhaps a traffic flow evaluation should be conducted first?</p> <p>If you are wanting to attract people to the area for vibrant shops and facilities, then parking is required. e.g. from Port Botany as noted in the plan. Perhaps think about refurbishing the current car park to allow for tree planting (as done at Des Renford pool car park) rather than removing it all together. A car park can always been used for farmers markets on a weekend if needed.</p> <p>Also, consider that new builds for shops and restaurants should be required to have amenities included in them. Part of the reason that the restaurant on the corner of Daunt and Bunnerong Rd failed was due to bathroom access. (only available in the Woolworths car park - isolated and not ideal at night with children).</p> <p>Regarding restaurants - most of the new shop fronts are too small for a business to seat enough customers to make a living out of it.</p> <p>Creation of a Parade down the centre of Franklin Street could be a way to increase green space. Tree planting down the centre would be more useful and is wide enough to accommodate both cars and traffic. An example of this is on Wentworth Ave.</p> <p>The creation of a new park on unused Crown land at Franklin St, in addition to the horse facilities would add to public amenity.</p> <p>I do not support the Matraville Master plan in it's current form.</p> |
| 22 | Unhappy | Cafes in Matraville are closing all over the place now. Why would the council think people would start to return to them in 20 years? |
| 23 | Unhappy | As Above. Also there is nothing about the ridiculous traffic light on the Bunnerong Rd & Franklin St intersection. Someone from Council should try to get across in peak hour?? Totally ridiculous having a complete lane to turn right on all 4 corners & restrict the straight through traffic to 1 lane??? An unbelievable situation? |
| 24 | Unhappy | <p>I don't understand why you think it is appropriate to reduce the number of lanes eventually to only 2 lanes.</p> <p>The peloton cyclists will NOT use any cycle e</p> <p>Way and use the road. This will be a disaster as I will never be able to get home via car anymore. Do you know how many cars pass through here. Please go for a drive. This is such a ridiculous idea. Would you reduce Anzac pde at Maroubra to only lanes NO I DONT THINK SO. Do you think Matraville is a sleepy village with no people. This is thoroughly ridiculous and you need to go for a drive through Matraville. I really can't believe this and am so outraged. I like the idea of improving Matraville but not at the loss of traffic lanes . Who came up with this brilliant idea. Obviously someone who has never driven through here. How long will the bus take to go to the city now. Being forced to stupid light rail and then going slow through here will make it a 2 hour trip to the city. I am really shocked about thinking that lanes can be reduced. Who do you think is going to rides bikes through here.</p> |

| | | Do you have any other comments on the Matraville Public Domain Masterplan? |
|----|---------|---|
| 25 | Unhappy | Maybe actually visit matraville and look at the traffic along bunnerong and the way the sun moves. |
| 26 | Unhappy | Taking away too much parking that will just move the problems elsewhere. Forcing everyone into the Woolworth Car Park , which will result in them having to initiate timed parking in their centre to stop all day parkers. Need to focus on what the community needs rather than making it all warm and fuzzy for the Greens. |
| 27 | Unhappy | <p>This has to stop!!!!!!</p> <p>Don't take our parking away. Don't ruin Bunnerong Road to make it like everywhere else. It's hard enough for residents to get a park in the narrow back streets NOW much less in 5-10 years time when there are even more apartments.</p> <p>Bummer Road is a main arterial road!!!! This can not be turned into a 40km /hr road - the traffic gridlock at peak hour onto Perry St is already out of control.....</p> <p>Do not widen the footpaths for dining and take away parking.... No one will sit on the roadside for dinner with huge trucks leaving the port & driving past.</p> <p>Closing Baird Lane? How are everyone supposed to get their rubbish collected? Garbage trucks aren't agile, hundreds of people rely on the garbage trucks coming down Baird Lane and if it's a dead end it's all the more difficult for no reason.</p> <p>Opposed. Completely opposed.</p> <p>Furthermore, Bunnerong Road is an approved B-Double route for vehicles servicing the port, and one for which there isn't really an alternative. Narrowing Bunnerong Road and sticking diners a few inches away from the road is NOT a good idea.</p> <p>The Catholic School is not a 'community precinct'. Schools need to be locked up when in use to protect the kids, and locked up when not in use to protect them from thieves and arsonists. The RSL club is also not a 'community precinct' - it's a part of the community now!</p> |
| 28 | Unhappy | Yes. It's a no from me. Next. Do something more useful to make this area easier to get around and get the boats, trailers and caravans off the street. If you want to do anything for Matraville, work with the landlords to make the buildings look more appealing. And fix up the area around the medical centre. |

| | | Do you have any other comments on the Matraville Public Domain Masterplan? |
|----|---------|---|
| 29 | Unhappy | <p>Alfresco dining in many of the areas doesn't look feasible with either the slope of the ground or the noise from all the traffic.</p> <p>Removing the median strip is dangerous, many people cross the road at points other than the crossings and use the median for safety.</p> <p>The shops rely on people driving to Matraville. Reducing parking is reducing foot traffic to shops.</p> <p>A lot of the proposed plants and vegetation will make pedestrians harder to see for drivers and vice versa. This is dangerous.</p> <p>I've seen a lot of money invested in Shared paths for bikes but barely any bikes use them, they prefer to use the road.</p> <p>Overall, things can be done to improve Matraville, but the ideas proposed won't improve Matraville.</p> |
| 30 | Unhappy | <p>I think the most important thing is to address the issue of the run-down shop fronts, facilities & awful healthcare providers. We quite literally have a local GP that isn't accepting new patients. The local businesses on Bunnerong Road need a revamp. To get them viable, unfortunately, we need more high density housing or commuters.</p> <p>I like the tree canopy feature though. My suggestion would be to increase the parking amenity by creating 45 degree parking on Bunnerong Road on at least one side to draw extra commuters, sacrificing a lane if we have to.</p> |
| | Unhappy | <p>The median strip should be kept for more trees and plants. Speed should be reduced to 40 kims. Foot paths do not need to be widened. Suggest Randwick council looks at the CBD of Concord and Five Dock town centre, they have got it right. 10 to 20 years to achieve this is unacceptable. This can be achieved within 2 to 5 years, why so long. Matraville has been neglected for so long and for so many years. Our area should be at the top of the list for urgent improvement.</p> |
| 31 | Neutral | <p>I would like to see a dog park, we have quite a few parks but none that are unleashed. Quite a few people use parks as off leash which can cause issues</p> |
| 32 | Neutral | <p>While the masterplan is great, it is missing one key area in Matraville that needs urgent attention - the existing median on Bunnerong Rd between Botany Rd and Franklin St. This median strip has been neglected for far too long and is an eye sore. Given millions will be spent to revitalise Matraville, it makes sense that now is the time to pay attention to this area with new landscaping rather than leaving it with overgrown grass and weeds.</p> <p>This area is the entrance to Matraville from the South, Airport etc and it would be great to have this in line with the masterplan.</p> |
| 33 | Neutral | <p>Be keen to know what councils' thoughts are on incentives to drive growth and development in the area. There are a lot derelict or very run-down buildings particularly towards the northern end.</p> |

| | | Do you have any other comments on the Matraville Public Domain Masterplan? |
|----|---------|--|
| 34 | Neutral | I live at 490 Bunnerong Road which backs onto the council car park in Baird Lane. This parking is used by residents in the area, and I'm concerned that the plans don't include any car parking. Also, I am concerned about the parking situation on Bunnerong Road. Is there enough parking for a growing community?? |
| 35 | Neutral | The vegetation plan needs \$annual budget for maintenance. The Bunnerong Road upgrade south is an example of waste where amenity is not improved (e.g., bus passengers having to trample beds when alighting, irregular shading) nor biodiversity optimised. There appears to be an emphasis on producing attractive Master Plan pictures, photo ops on opening but not on the on-going function. Species need to be chosen for their climate resilience there isn't evidence of this. Has Professor Michelle Leishman's team been consulted for example. Where are pedestrian flow plans, eg. how do people walk to and from bus stops and is there shade and shelter from rain. Is there continuous shade walking the streets? Where is the data on bus customer numbers? Is there a commitment from Transport for NSW to run more buses along different routes? Residents in Waterloo/Redfern have complained to Transport for NSW about empty 392 buses disrupting their streets so is there currently over servicing. Are there safety issues in removing the median strip? Are there fewer accidents on roads where median strips exist. |

Table 2: General comments about the Masterplan

3.3. Submissions

An additional 11 submissions were sent via email to Council and are listed below.

| | Submission |
|---|--|
| 1 | I really think it is a lot of wasted money creating these meeting spaces at Matraville and Maroubra junction. Most people I speak too just go to the shopping centres to shop or eat. All this just leads to unsavoury people hanging about. Just my opinion. |
| 2 | <p>In my opinion, the council should be focusing their energy in the dilapidated state of the Randwick Belmore Rd Shopping precinct not Matraville.</p> <p>This is wasted rate payers money as it is not a prime shopping precinct or village. It has no rail network, UNI or Hospital for business to tap into and expand.</p> <p>Council has a habit wasting Rate payers' money on things that are not to benefit the Randwick community.</p> <p>It's time the Council should focus on its own Town Centre, not that of other suburbs.</p> |
| 3 | The plan looks great. Matraville frontage is in need of more trees and street furniture. Would suggest adding trees for shade and connection from Northern Gateway to Southpoint shops and Heffron Park too. Thanks. |
| 4 | This is very exciting for Matraville thank you!! I have been a resident here for 22 years and the change will be a positive one! |
| 5 | <p>I am a local resident and wanted to express how exciting it is to see the development plans for Matraville. This will have a very positive impact on the local community.</p> <p>However, I have one area I would like the council to address, currently there is restricted flow of traffic on Daunt Avenue at the Bunnerong Rd end as indicated by the red circle on the attached map. The flow of two way traffic isn't possible at the moment making the area become very congested. Drivers always need to pull up behind parked cars for traffic from the opposing direction to pass before they can continue.</p> <p>Can this section of Daunt Avenue be widened to allow for smooth flow of traffic in both directions please.</p> |
| 6 | <p>The below comments are directly related to the draft Matraville Masterplan released Dec 2022.</p> <p>As i will NOT be available in person for onsite discussions scheduled for the 19th Jan 2023 at 3.30pm, I'm sending my feedback via email.</p> <p>We firstly commend the council in drafting a revitalization/uplift plan for Matraville. However, there are some major issues not addressed 1 and 2, 3 being immediate improvements required.</p> <p>1/ Bunnerong Road Matraville is listed under RMS as a STATE ROAD. It's also listed as a infrastructure "key State Road" supporting Heavy vehicle - SPV Level 6 Approved Route. It would be difficult to turn a STATE ROAD to a LOCAL ROAD traffic wise.</p> <p>"To manage the extensive network of roads for which local councils are responsible under the Roads Act 1993, Transport - in partnership with local government - established an administrative framework of State, Regional, and Local Road categories. The administration and management of State Roads is carried out and financed by Transport, and Regional and Local Roads are administered, managed and financed by local councils.</p> <p>171</p> <p>From MR171, at La Perouse, via the loop road at La Perouse Monuments Reserve, thence via Anzac Parade to Yarra Junction, thence via Bunnerong Road to Kingsford</p> |

| | Submission |
|--|--|
| | <p>Junction, thence via Anzac Parade, Flinders Street to the intersection with Oxford St, Taylor Square.</p> <p>State: From intersection of Botany Road and Bunnerong Road at Matraville via Bunnerong Road to Kingsford Junction, thence via Anzac Parade, Flinders Street to the intersection with Oxford St, Taylor Square.</p> <p>Regional: From Loop Road at La Perouse Monuments Reserve, via Anzac Parade and Bunnerong Road to junction with Botany Road.</p> <p>State and Regional GG25 17/3/67"</p> <p>2/ Draft Masterplan shows Bunnerong/Beachump to Bunnerong/Franklin/Perry street being throttled from 3 lanes(2 traffic/1 parking lane) to 2 lanes(1 traffic/1 partial parking (third parking-two thirds trees).</p> <p>A/ parking lane, vehicles that use this lane for parking have NO where else to park. In comparison to Kingsford and Maroubra Junction, Kingsford has significant parking in almost every side street and rear street adjacent as well as wide roads. Maroubra junction (Anzac Parade) has significant parking available between north/south routes. Matraville adjacent roads DO NOT have the available car spaces and are NOT wide enough to accommodate road changes to increase car spaces.</p> <p>B/ less parking would SEVERELY affect local businesses. Not stimulate additional businesses/foot traffic.</p> <p>C/ the proposed 1 functional lane which would have to continue supporting bus access, it would also drive all existing traffic on to classified local roads in driver avoidance, severely increasing the danger to community and residents. It would also lead to souring roads being slowed down via speed humps etc. Furthermore the delays in drivers parking in limited drafted car spaces would halt traffic through the 1 functional lane.</p> <p>D/ the redevelopment plans for ST Agnes school also is NOT accommodated in the masterplans for the increased students' numbers from 200 to proposed 600+ which require drop off and pickup regardless of actual drop off site/point either on Bunnerong or behind the school. There will be significant increase in physical traffic simply getting to the school. The ST. Agnes schools is also proposing to use Norfolk Lane as the drop off site for their 600+ students which will cause a backup of traffic wrapping around Franklin Street and Bunnerong rd., how is this accommodated. As such the master plan expects 1 lane south bound through Matraville to handle, Matraville traffic, school drop off, buses, deliveries, and shoppers.</p> <p>E/ the current traffic including heavy vehicles would have to find other routes to pass through Matraville, this would mean additional heavy vehicle traffic on Beauchamp, Denison, Anzac which are already at capacity with current lane usages. Those roads would need significant upgrades, clearways enacted to accommodate all the traffic being squeezed off Bunnerong Matraville. Enacting clearways on Beauchamp, Denison, Anzac would affected those residents/businesses.</p> <p>F/ the draft plans show a theme of outdoor areas, outdoor tables and outdoor eating. The draft assumes most of the existing business would turn into fast food/restaurants which their customers require access to parking. With no other public transport access other than buses, this leaves diners and customers with the need to use there vehicles. The draft plan does not accommodate the vehicle spaces to even accommodate food delivery drivers yet alone dine in/walk in/takeaway. I won't comment on the assumption all current retail businesses will simply turn into fast food/fast food/restaurants.</p> <p>G/ plans show what appears to be a walk way between bunnerong rd and norfolk lane to access current RSL outdoor area. The proposed location is private land. Its position is in the wrong location. There is a pubic/crown land lane way between ST.Agnes and adjoining residential apartment block in which the school has illegally fenced off access to Norfolk lane. And from my understanding, the school has applied to acquire the crown owned laneway and crown owned leased carpark used by the RSL. So as it stands, If school succeeds, where does it leave the RSL for parking in relation to its outdoor venue</p> |

| | Submission |
|---|---|
| | <p>and customers (yet alone its licence requirements), and potential parking and access to Matraville shops through the crown laneway etc. The car park could be used in future designs for Matraville. The Matraville arcade parking and Matraville RSL car park should be preserved for possible future use of upgrades to Bunnerong Rd Matraville. At least if you squeeze parking off Bunnerong rd., there is at least some parking on both sides of Bunnerong. You can't get rid of street parking whilst at the same time get rid of the only parking lots on both sides.</p> <p>H/ the median street from Beauchamp/Bunnerong to Franklin/Perry st/Bunnerong can sustain and hold large trees. They should be planted there permanently to provide greenery. Not take away 1 parking lane and 1 traffic lane to make Matraville green.</p> <p>3/ What Matraville needs with immediate action.</p> <p>A/ Daunt Ave, due to heavy traffic now going into and out of Peninsula Village (Matraville Woolworths carpark), Daunt Ave has suffered. The few car spaces between Peninsula Village carpark driveway and Bunnerong rd. need to be removed in order to allow efficient flow for vehicles exiting to turn left onto south bound Bunnerong rd. and turn north into Bunnerong rd. This would significantly improve flow by allowing 5 vehicles to turn left rather than 1 simultaneously as vehicles turning right and clear backlog at every lights switch than building up traffic to Patterson ave. This would clear congestion around Duant Ave/Bunnerong and surrounding streets.</p> <p>B/ Turning lane, Bunnerong rd. south bound turning lane into Perry st, this lane never experiences any more than 2 vehicles per light switch, and yet it can hold at least 25 vehicles all the way up to St. Agnes. This lane causes ALL the traffic issues between Duant av and Franklin St. It forces all the traffic to merge from 2 to 1 lane. As such traffic going south and traffic turning left into Franklin all back up blocking access to the school, blocking access to seven11 garage, blocking access for buses, residents, businesses and shoppers. The lane needs to be made again as previous a south bound lane to allow 2 lanes to flow. As for the right hand turn into Perry st, the median strip should be removed and turned into the turning lane and not to accommodate 25 cars, just 3 is sufficient which would also NOT affect any existing large trees present.</p> <p>C/ Turning Lane north bound Bunnerong into Franklin st, again median strip should be made into turning lane and provide sufficient room for max 3 vehicles. This would allow significant flow north bound and clear back logs currently seen due only 1 northbound lane available before the lights, yet there are 2 available after the lights.</p> <p>D/ Crown land lane way next to ST. AGNES school, re-opened and allow access to Matraville town centre etc from the crown land carpark (RSL carpark).</p> <p>E/ RE-design, upgrade and enlarge the crown land carpark (RSL car park) to accommodate St. Agnes drop off/pickup, RSL customers and Matraville town centre parking. The crown land in this area also encompasses the tennis courts which are run down and not functioning. The area would be better served enlarged redesigned to facilitate the school, RSL and Matraville Town Centre.</p> |
| 7 | <p>BIKEast Comments on Matraville Town Centre Public Domain Masterplan and Implementation Plan 5 Feb 2023</p> <ul style="list-style-type: none"> • The "Northern Gateway" intersection of Bunnerong Road and Beauchamp Road is a significant pedestrian and bicycle crossing point – we would recommend increasing crossing times at this intersection, as well as adding bicycle lanterns for crossing movements. • Please consider lowering vehicle speed limits to 30km/h on Town Centre Core Local Streets and Laneways. 30km/h is an emerging national and international standard for pedestrian and bike-friendly streets. We would recommend using Quietway and Local Area Traffic Management strategies to enforce slow vehicle speeds on these streets. • We appreciate the planning for cycle paths on Bunnerong Road and the recognition that connections to nearby destinations and Randwick's growing cycleway network are valuable to creating vibrant high streets. We would suggest prioritising cycle path connections north to Heffron Park (and beyond to the Anzac Parade cycle path and future |

| | Submission |
|----|---|
| | <p>connections to Maroubra Junction) and south to the shared paths along Bunnerong Road south of Botany Road.</p> <ul style="list-style-type: none"> • We would also ask that the bicycling components of this masterplan consider any relevant updates to priority cycle routes or active transport plans that result from the Active Transport Plan currently under development. • We recommend that Council commit to implementation of shared walking and cycling paths through the masterplan area in the medium term, rather than just identifying "potential" bike-friendly infrastructure. While shared paths are not the ideal long-term solution (far better are the dedicated facilities shown in the long-term vision), shared paths do create safe cycling routes for children and people who are not comfortable riding in traffic. We would suggest that the shared paths be clearly demarked as different from footpaths to welcome cyclists and encourage safe behaviours. <p>Randwick's Integrated Transport Strategy of 2021 committed to building 30 km of new cycling infrastructure by 2031 – building a shared path through Matraville Town Centre in the medium term would support Council's vision of a Randwick where "sustainable transport options are the preferred choice for people."</p> |
| 8 | <p>I wanted to add my comments to those you've already received re the Matraville Master Plan, recently distributed to the community.</p> <p>I'm particularly wanting to address the changes to the Baird Ave car park that are being proposed.</p> <p>This car park provides much needed parking which supplements the limited parking available for shop keepers and shoppers alike on Bunnerong Rd. Any reduction in the number of car spaces available in Baird Ave would definitely impact local residents. I use this car park regularly to visit businesses such as physio and doctors services, shopping at smaller stores and cafes and even to visit the Peninsula shopping centre during peak hours. The Woolworths parking area becomes very congested at times and its difficult to get in and out with traffic and congestion in Daunt Ave.</p> <p>I do realise that a number of residents in Baird Ave Park their vehicles there overnight - which may be an issue, but by limiting parking during business hours - say 8-6pm this could be alleviated.</p> <p>Many of my neighbours and family members also use the car park, and I've witnessed some of the local shop owners also parking there.</p> <p>While I applaud the council's interest in improving and beautifying the area, I do object to the reduction of car spaces as Matraville is becoming increasingly busy and it's difficult to find parking that is not outside other people's homes. The improvement of the arcade and park area is a wonderful idea to support families in the area, and the idea of holding a regular market on weekends would also be a terrific innovation.</p> <p>I believe these improvements could go ahead and the existing parking space handled by timed parking signs. Thank you for the opportunity to have my say</p> |
| 9 | Submission from Maroubra Police |
| 10 | Submission from Matraville RSL |
| 11 | Submission from Sydney Catholic Schools |

Table 3: Submissions

3.4. Pop-ups

Three pop-up sessions were held in the town centre on 20 December 2022, 19 and 23 January 2023 with the purpose of providing a face-to-face opportunity for interested community members to speak directly with Council staff about the masterplan.

Number of attendees: approx. 40

Submissions were not captured directly at the pop up, but notes were taken on the key issues raised (see below). Those who stopped to chat were primarily supportive of the masterplan but had some concerns or suggestions.

Concerns and issues with the masterplan:

- The right turn at the intersection of Bunnerong and Perry needs to be fixed
- Big trucks travel along Bunnerong in the afternoons
- Traffic is frustrating; Daunt Ave lights are too short
- Franklin Street intersection – traffic builds up turning onto Daunt Ave.
- Traffic concerns
- Council spends too much money on the Bunnerong Median Strip
- Taking away too much parking, which will impact businesses
- The area further south of Perry along Bunnerong is neglected
- How will traffic be impacted?
- What traffic studies have been conducted?
- Need to fix left turn onto Franklin - could remove a few parking spots to make space?
- Jennings St will become a rat run to avoid Bunnerong
- RSL not keeping the lane next to them clean
- Can smoking be banned in the town centre?

Suggestions:

- Need more green space for kids to play
- Fix the park on Franklin just off Bunnerong
- Fix the Baird Ave arcade
- Need more places to sit
- What is the plan for cycling? Want safe cycling connections, especially to Eastgardens. Cycling connections should be a priority. Consider bike paths on quieter streets
- Missing pedestrian crossing on Beauchamp and Bunnerong – perhaps could be installed near the bus stop on Beauchamp, east of Bunnerong
- Activate the kiosk shops in the arcade linking Baird Ave to Bunnerong Road
- Public toilet is needed in the town centre to stop people defecating in the pot plants and outside shops along Bunnerong. Don't put a public toilet in the carpark on Baird Ave. Pop it in front of the church – build a JC Decaux toilet (they look ok and not too big).
- Need to slow the traffic along Bunnerong
- Extend the light rail
- Plant natives that don't drop fruit
- Clean up Franklin Street nature strip
- AFZ's – how can police help with antisocial behaviour from the hotel and RSL?
- More cafes and restaurants
- Buffers to protect from traffic
- Crossing for horses
- Cameras to photograph trucks on Bunnerong Road
- More cultural celebrations and events
- Perry Street median – turn into a pocket park?

3.5. Social Media

 Facebook posts:

| Date | Reach | Engagement rate* | Reactions |
|------------------|-------|------------------|-----------|
| 29 December 2022 | 9295 | 10.6% | 39 |
| 18 January 2023 | 6042 | 3.66% | 10 |
| 22 January 2023 | 1216 | 1.07% | 4 |

 Instagram:

| Date | Reach | Engagement rate* | Likes |
|------------------|-------|------------------|-------|
| 29 December 2022 | 2619 | 2.02% | 50 |
| 18 January 2023 | 3264 | 0.95% | 24 |
| 22 January 2023 | 835 | 0.72% | 6 |

**Engagement rate refers to any action taken on the post (such as reactions, comments, shares, photo views or clicking on a link). Most social media marketing experts agree that a good engagement rate is between 1% and 5%.*

Randwick City Council
December 29, 2022 · 🌐

The Matraville Public Domain Masterplan is currently on exhibition. The plan takes into account feedback we received from the community in September 2021. For instance, many residents want to see more trees, wider footpaths, public art, outdoor dining and opportunities for events such as markets or community events. To see more detail and have your say, visit our Your Say website: <http://ow.ly/kwHb50MeAvv>



39

31 comments 1 share

CS7/23


 **Suzannah Dunn**
Start with getting rid of those stupid turning lanes all the have done is cause traffic delays ...

Like Reply 5w 10

↳ 1 Reply

 **Angela Nashaat**
Is there an allocated new parking space to be built? The parking in Baird Ave should stay and have a monthly market or something like that, (on a Sunday) where council can support local small business people who don't have shops, in that space. Pointless to beautify the space and not allow for parking. The parking there is consistently full. As are any of the streets close to the shops. ...

Like Reply 5w 2

 **Pugsley Anderson**
Another waste of ratepayers money ...

Like Reply 5w


 **Nicole Nikki**
Rose Mary looks good ...

Like Reply 5w 1

↳ 1 Reply


 **Steven Murray**
I cannot fathom the message they are trying to portray here. On one hand wee remove more and more vital parking in favour our questionable markets and additional pedestrian area's. All this will do is drive all parking to Woolworths Centre, which in turn will activate its timed boom gates in order to maximise short term parking. Then nobody will have the time to walk up and down the strip as they will only have short term parking to do their business. If you want to improve things, remove the turning lanes at Perry/Franklin to ease traffic conjection, enforce the parking rules, especially outside the school and promote more local business to take up the vacant stores. ...

Like Reply 4w Edited

- 


Top fan
Tony Thatch
 Please put all the power wires underground. No point planting trees that will grow and have the tops cut off or middles cut out for power wires by power companies that butcher the trees.

Like Reply 5w

↳ 1 Reply
- 


Queen Jewellers Of Matraville · Follow
 It looks very nice, However, it's not practical for the local business. As been explained by one of your colleague that the plan is to remove some of the car spaces (parking) all along Bunnerong Rd and to have trees and cyclist way. Also Removing the car park behind the arcade in Baird laneway and put a market instead. The population is increasing in our area, so to make it convenient for people to shop in Matraville you need to have more car space and parking not to reduce the parking spaces in the area. We hope that Randwick city council will take this point on board

Like Reply 5w Edited

↳ 6 Replies
- 

Top fan
Matt Bratz
 Artists impression that's about as far as it will go and already outdated looking at the traffic it's showing.


Like Reply 5w

↳ 3
- 

Top fan
Chantelle Polley
 So where will people park to visit this wonderful new precinct if you're removing so many car parking spaces?


Like Reply 5w

↳ 1 Reply

↳ 2
- 


Lana Dyer
 Next lifetime!!

Like Reply 5w

↳
- 

Trent Brindle
 The majority of the existing buildings through the town centre are either derelict, vacant or of poor build quality. Putting some trees up will make little difference. Any significant change through here will require significant amalgamation and redevelopment which typically takes decades without incentive. This process could be incentivised and expedited through design excellence competitions which offer increased density for developers on the basis that the resulting development is of high quality and demonstrates improvement to the aesthetics and community. Introducing this would expedite the masterplan and share the financial burden between council and landowners, while increasing revenue for council through developer contributions and increased council rates, essentially a win win for all. Otherwise this will take decades to see any significant improvement on what is an eyesore.

Like Reply 5w

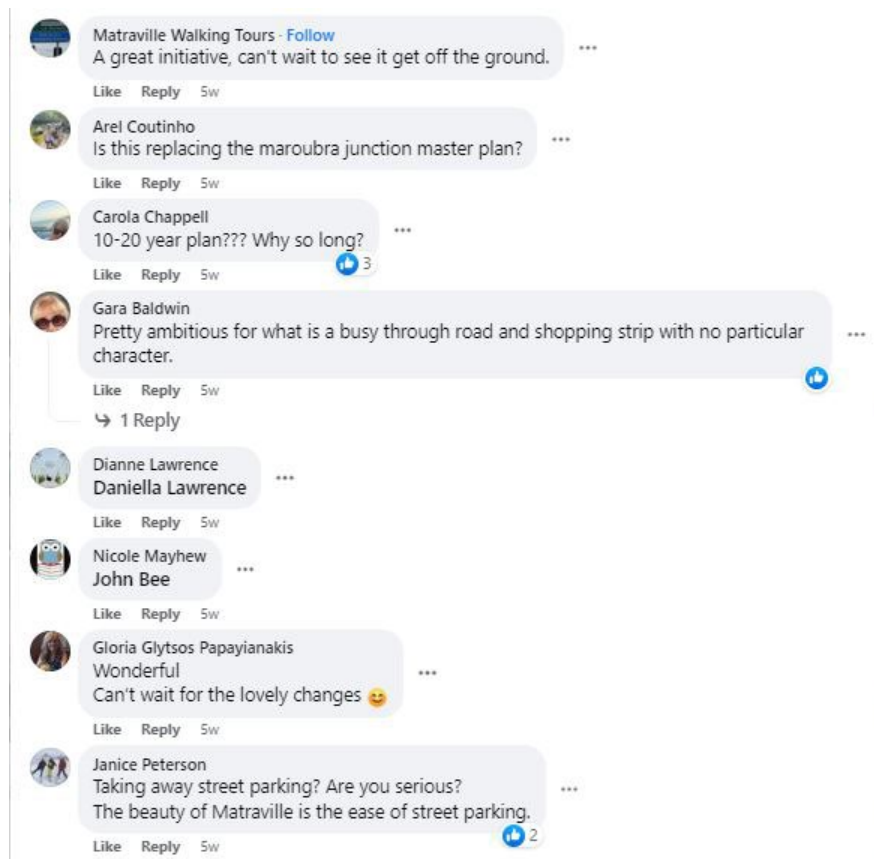
↳ 2
- 

Matraville Walking Tours · Follow
 A great initiative, can't wait to see it get off the ground.

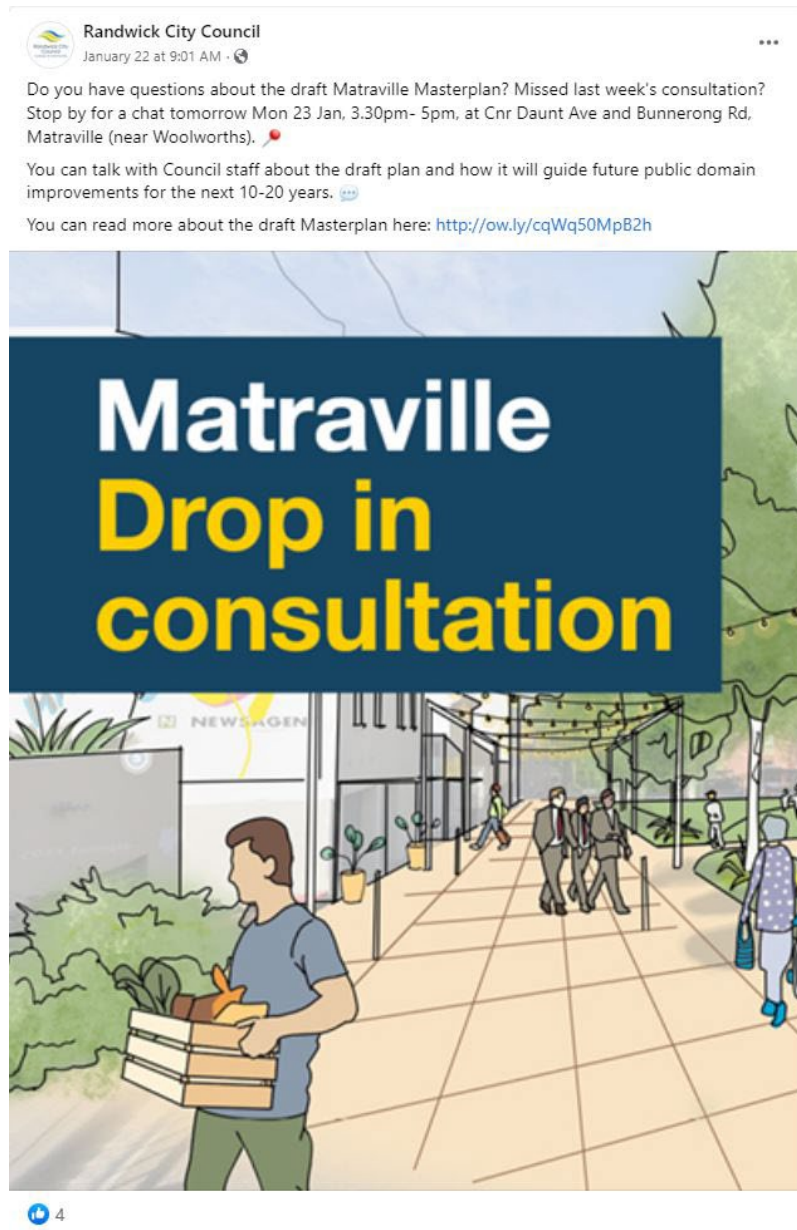
Like Reply 5w

↳

CS7/23







A. Information sheet dropped in all Matraville mailboxes (A4 booklet)



Matraville Town Centre Public Domain Masterplan

Randwick Council has developed a draft Public Domain Masterplan for the Matraville Town Centre. This plan is based upon feedback from a community consultation undertaken in 2021. The result is a long-term plan for the town centre, which will guide future public domain improvements for the next 10-20 years.

The plan aims to create a distinctive town centre with gathering spaces and welcoming gateways, more outdoor dining and opportunities for community events.

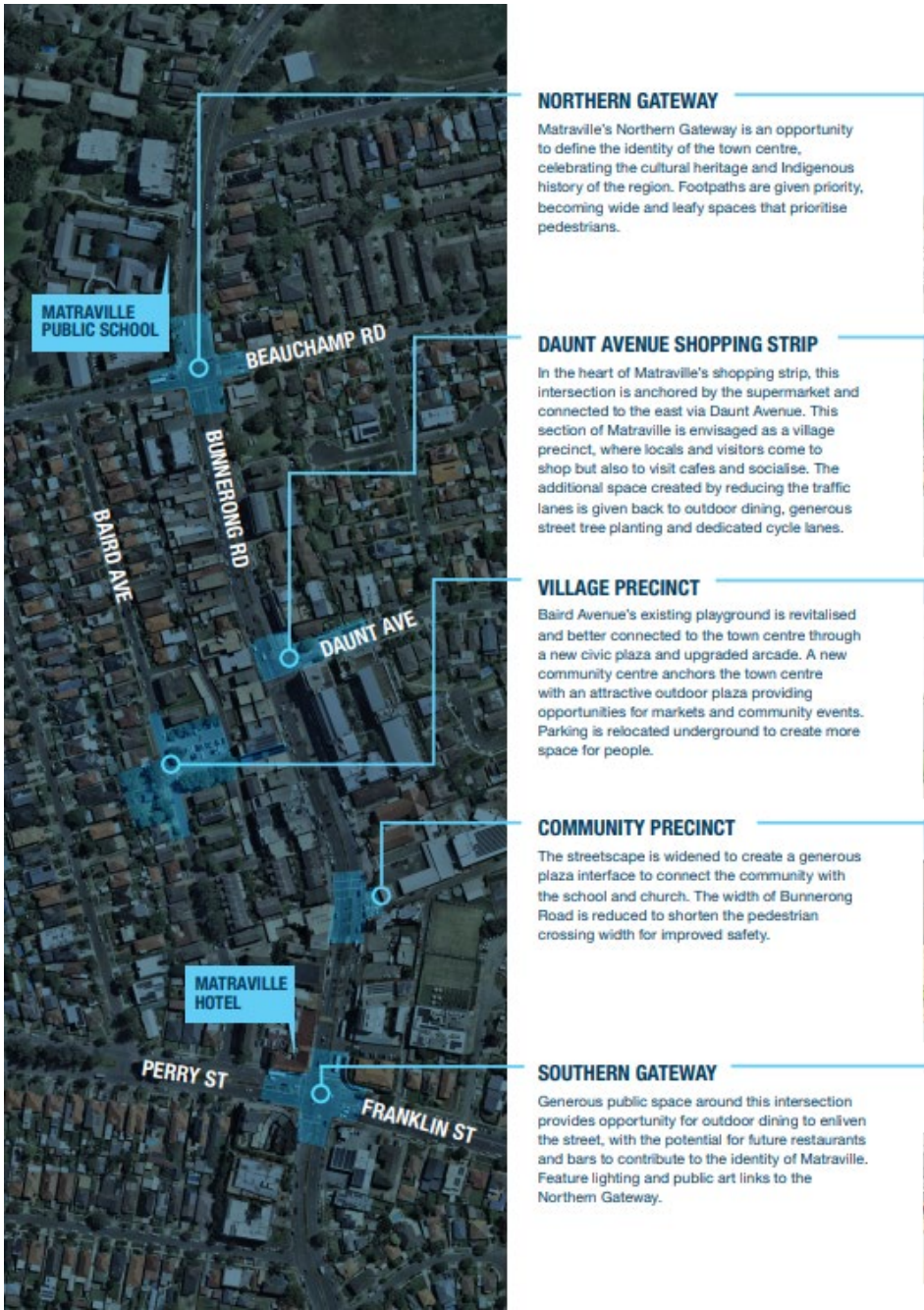
There will be improved tree cover and a focus on pedestrians with wider footpaths, walking connections and more dining and retail activities.

Highlights of the masterplan:

- Widened footpaths on Bunnerong Road to create spaces for outdoor dining and increased pedestrian safety
- New and revitalised outdoor spaces for people to meet
- More pedestrian crossings
- Reduced speed limit along Bunnerong Road to 40km/ph
- Provision for a future cycle way on Bunnerong Road
- Opportunities for Indigenous and local art installations
- New street furniture, lighting, landscaping and paving
- Increased tree planting and canopy coverage on Bunnerong Road and surrounding streets

Any changes of the masterplan to Bunnerong Road will be subject to support and approval by the State Government.





NORTHERN GATEWAY

Matraville's Northern Gateway is an opportunity to define the identity of the town centre, celebrating the cultural heritage and Indigenous history of the region. Footpaths are given priority, becoming wide and leafy spaces that prioritise pedestrians.

DAUNT AVENUE SHOPPING STRIP

In the heart of Matraville's shopping strip, this intersection is anchored by the supermarket and connected to the east via Daunt Avenue. This section of Matraville is envisaged as a village precinct, where locals and visitors come to shop but also to visit cafes and socialise. The additional space created by reducing the traffic lanes is given back to outdoor dining, generous street tree planting and dedicated cycle lanes.

VILLAGE PRECINCT

Baird Avenue's existing playground is revitalised and better connected to the town centre through a new civic plaza and upgraded arcade. A new community centre anchors the town centre with an attractive outdoor plaza providing opportunities for markets and community events. Parking is relocated underground to create more space for people.

COMMUNITY PRECINCT

The streetscape is widened to create a generous plaza interface to connect the community with the school and church. The width of Bunnerong Road is reduced to shorten the pedestrian crossing width for improved safety.

SOUTHERN GATEWAY

Generous public space around this intersection provides opportunity for outdoor dining to enliven the street, with the potential for future restaurants and bars to contribute to the identity of Matraville. Feature lighting and public art links to the Northern Gateway.

Matrville Public Domain Masterplan Key places overview





By 2040 Matraville will be...

- A **distinct** town centre – a town centre that embraces its unique identity and sense of place.
- A **vibrant** town centre – a town centre that is lively, exciting and interesting, with spaces for all people to sit, gather and enjoy.
- A **healthy** town centre – a town centre with ample native tree canopy cover, as well as landscaping and water sensitive urban design for a healthy, resilient environment.
- An **accessible and connected** town centre – a town centre that is safe and comfortable to walk and cycle around, and can be readily accessed through a number of transport options.
- A **prosperous** town centre – a town centre that has a strong, thriving and resilient economy.

HAVE YOUR SAY

View the masterplan and tell us what you think.
yoursay.randwick.nsw.gov.au

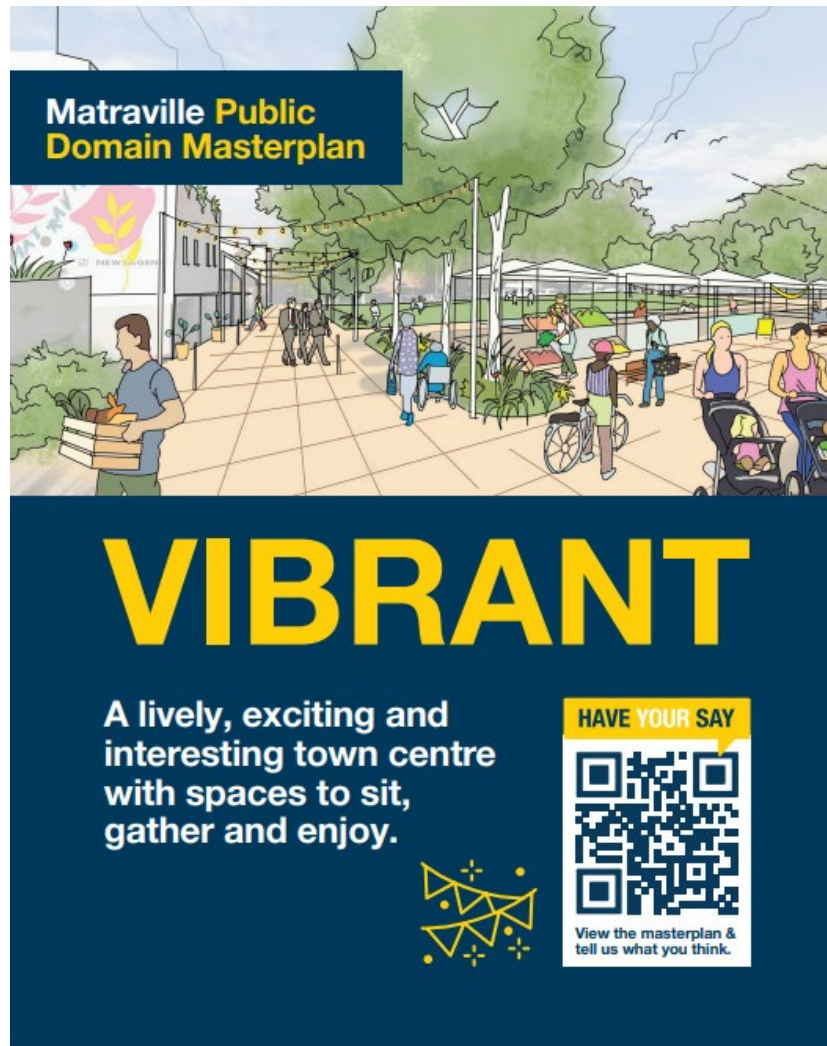
Drop in sessions
 Chat with Council about the masterplan in person. See Your Say Randwick website or phone 9093 6000 for details.


Open for feedback
6 December 2022 –
6 February 2023

Any changes of the masterplan to Burnerong Road will be subject to support and approval by the State Government.



B. Posters installed around Matraville Town Centre







Matraville Public Domain Masterplan

CONNECTED


A safe and comfortable town centre to walk and cycle around well serviced by transport options.



HAVE YOUR SAY



View the masterplan & tell us what you think.




Matraville Public Domain Masterplan


SUSTAINABLE


More trees, landscaping and canopy coverage providing sheltered places for people.

HAVE YOUR SAY



View the masterplan & tell us what you think.







Matraville Public Domain Masterplan

PROSPEROUS

A town centre with strong, thriving and resilient local businesses.



HAVE YOUR SAY



View the masterplan & tell us what you think.



Randwick City Council
30 Frances Street
Randwick NSW 2031

1300 722 542
council@randwick.nsw.gov.au
www.randwick.nsw.gov.au

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CS7/23

Matraville Public Domain Implementation Plan

Tract

Part 4 of Matraville Public Domain Master Plan

Prepared by Tract for Randwick City Council

Tract

Level 8, 80 Mount Street,
North Sydney NSW 2060

(02) 9954 3733
www.tract.com.au

Issued
08 November 2022

Tract acknowledges that Aboriginal and Torres Strait Islander peoples are the First Australians of this land, and the Bidjigal and Gadigal people who traditionally occupied the land we now call Randwick City.

Matraville Public Domain
Implementation Plan

Prepared for Randwick City Council

Project Number
221-0019-00-U-01-RP04

Revision (see below)
04

Prepared By
Sophie Powell

Reviewed By
Yan Xing

Project Principal
Yan Xing

Revisions

| Rev | Issued | Details | Prepared By | Reviewed By | Project Principal |
|-----|----------|----------------------------|-------------|-------------|-------------------|
| 1 | 16/08/22 | Implementation Plan Rev 01 | SP | YX | YX |
| 2 | 17/10/22 | Implementation Plan Rev 02 | SP | YX | YX |
| 3 | 2/11/22 | Implementation Plan Rev 03 | SP | YX | YX |
| 4 | 3/11/22 | Implementation Plan Rev 04 | SP | YX | YX |

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1 Staging Approach

We understand that in some areas of the public domain, a staged incremental approach may be necessary. It allows for practical and effective steps to be taken in the immediate short-term, with restructuring and long-term investment to achieve the vision.

Three levels and/or stages of design and development are proposed for Matraville public domain, which are:

SMALL

Base Concept: practical actions, short-term investment, improvements and upgrades

MEDIUM

Balanced Concept: feasible actions, mid-term investment, value adds

LARGE

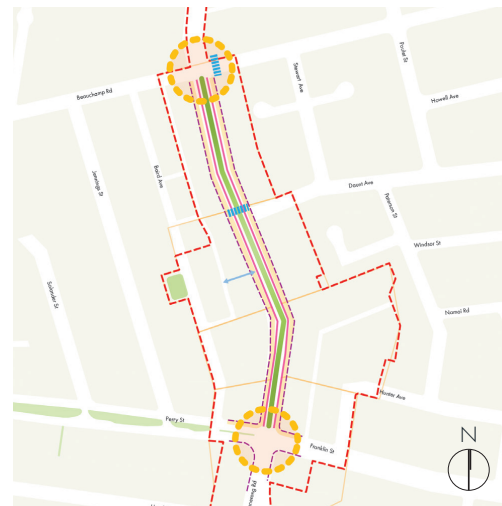
Vision Concept: bold actions, longer-term investment, re-structuring

This approach has been supported by Council whilst developing the Plan, although recommendation and support are for implementing the LARGE - Long Term Vision concept as soon as practicable.

For the purpose of this Plan and its supporting documents, the focus is on developing the MEDIUM concept. However the SMALL, MEDIUM and LARGE steps are outlined indicatively in this section, with the detailed staging scopes elaborated and compared in the following section.

Note, the LARGE - Long Term Vision concepts of Bunnerong Road reconfiguration at different locations are also explored, plans and sections are included in the Appendix of Part 3- Matraville Public Domain Master Plan Report.)

Short-Term (0-5 years)



Improve median strip planting with native and low water use species, increase tree canopy coverage

Upgrade sub-standard paving, street furniture and access ramps where necessary

Addition of gateway art and lighting at either end of Bunnerong Rd

Upgrade of existing playground equipment and activation of Baird ave car park with a temporary program

Additional pedestrian crossings where missing

Commence process to reduce speed through Town Centre to 40kmph

Work with local business owners to improve street frontage façades and signage

Undertake surveys, modelling, relevant studies and identify further approvals needed for road cross section reconfiguration in preparation for medium term implementation.

LEGEND

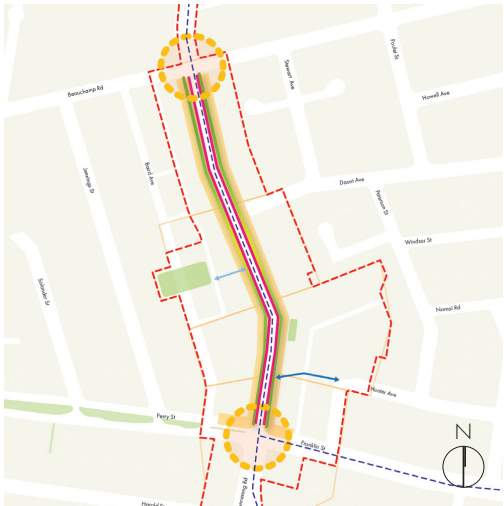
--- Study Boundary

- Improved Street Planting
- Paving Upgrade
- Baird ave playground upgrade
- Pedestrian Crossings
- Planning for proposed 40kmph zone
- Street facade
- Gateway
- Plan for Matraville Arcade Upgrade

Summary Concept Only: Further detail to be found in following chapter



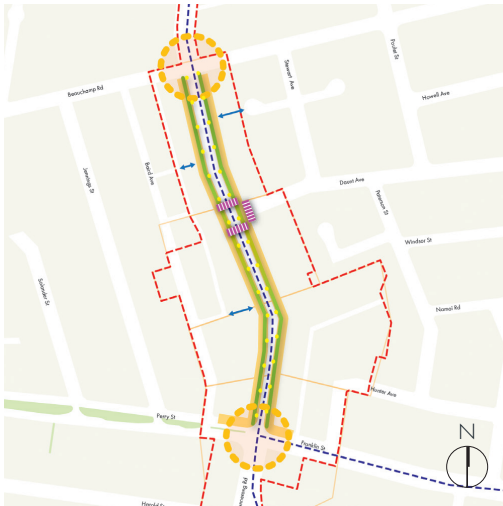
Medium-Term (5-10 years)



- Restructuring of Bunnerong Rd - including removal of median, continuous planting and addition of planting bulb outs at regular intervals down Bunnerong Rd.
- New paving of widened footpaths along Bunnerong Rd, with additional street furniture
- Additional lighting at key places and gateways along Bunnerong Rd
- Development of Baird Avenue Car park with a new community facility and improved link to playground and arcade.
- Expanded plaza in front of St Agnes Church & School
- New through site link connecting between Bunnerong Rd and Hunter Ave
- Potential cycle zone down each side of Bunnerong Rd and a vehicle speed reduction
- Continue working with local businesses to continue facade upgrades and removal of outdated signage
- Underground power-lines around key places



Long-Term Vision (20 years)



- Restructure of Bunnerong Rd to 2 traffic lanes (one lane each way) and 2 parking lanes, allowing for new street tree planting
- New paving along Bunnerong Rd with upgraded streets scape and street furniture
- New public art at gateways and key places along Bunnerong Rd, that reflect Matravilles identity
- New smart lighting poles along Bunnerong Rd and catenary lighting at gateways
- Widen footpaths and upgrade plazas along bunnerong road to create additional space around intersections
- Convert signalised crossings at Bunnerong Rd/Daunt Ave to raised intersection
- New separated cycleway lane along Bunnerong Rd
- Gateway and central spine sign-age and treatment along Bunnerong Rd to give pedestrian priority.

- Improved Street Planting
- Paving Upgrade
- Baird ave upgrade & St Agnes School Interface
- Implemented 40kmph zone
- Gateway
- Matraville Arcade Upgrade
- New through- site link

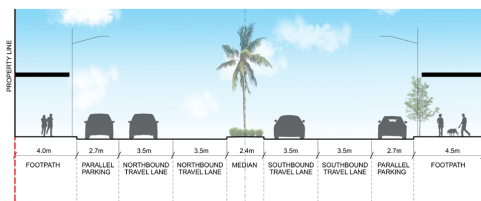
- Improved Street Planting
- Paving Upgrade
- Raised Intersection
- Smart Lighting Poles
- Gateway
- New through-site link where possible

Concept Only: Final design subject to technical design considerations, detailed investigation of services and relevant approvals

2 Bunnerong Road Staging



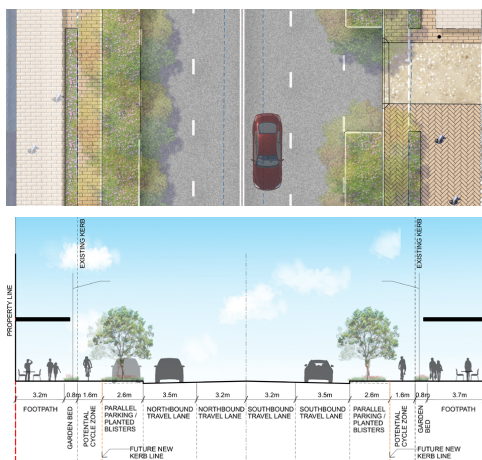
Short-Term (0-5 years)



- Improve median strip planting areas with native and low water use plants and increase tree canopy coverage with new street tree planting in existing locations with sufficient grow space
- Upgrade sub-standard paving, street furniture and access ramps where necessary
- Commence process to reduce speed through Town Centre to 40kmph
- Consider temporary closure of street parking with parklet furniture



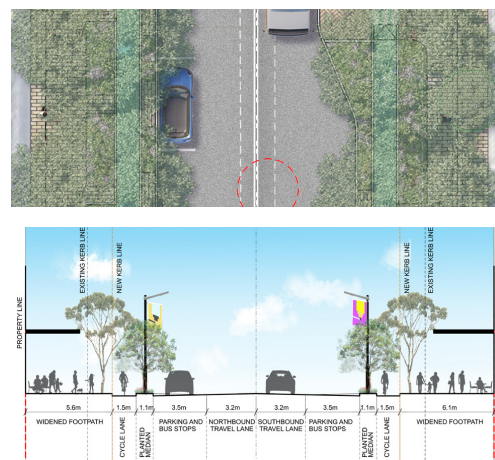
Medium-Term (5-10 years)



- Re-structure of Bunnerong Rd to include removal of median and planting blisters in key sites such as adjacent to St Agnes School, cafes, restaurants, Matraville Arcade and bulb outs at regular intervals throughout the Town Centre to achieve continuous streetscape of tree planting
- New paving with widened footpaths along Bunnerong Rd
- Potential 1.6m wide cycle zone on widened footpath at each side of Bunnerong Rd
- Reduce speed to 40kmph through the Town Centre



Long-Term Vision (20 years)



- Restructure of Bunnerong Rd to 2 traffic lanes (one lane each way) and 2 parking lanes, allowing for new street tree planting zones
- New paving with widened footpaths along Bunnerong Rd
- New smart poles with banners along Bunnerong Rd
- New separated cycle lane along Bunnerong Road

3 Short-Term Implementation (0-5 Years)

| | Northern Gateway | Village Precinct | Community Precinct | Southern Gateway |
|--|--|---|---|---|
| Key Moves | | | | |
| 1 Street Tree & Vegetation Planting | Improve median strip planting areas with native and low water use plants and increase tree canopy coverage with new street tree planting in existing locations with sufficient grow space e.g. eastern side of Bunnerong Road | e.g. on Daunt Avenue New planting in the median | | e.g. on eastern side of Bunnerong Road |
| 2 Paving | Upgrade sub-standard paving and access ramps where necessary - Daunt Avenue upgrades as per Key Place #2 | | | |
| 3 Street Furniture | Repair and maintain damaged street furniture where necessary - Consider temporary closure of street parking with parklet furniture | | | |
| 4 Public Art | Commission gateway art, such as a First Nations mural on the Fire Station corner | - | - | Commission gateway sculpture for the wider areas of footpath on the south-west and north-east corners of intersection |
| 5 Lighting | Consider temporary lighting installations to mark Gateway | Additional pedestrian lighting at Matraville Arcade and around Baird Avenue car park/playground | - | Consider temporary lighting installations to mark Gateway |
| 6 Civic Plazas + Community Facilities | - | Activate Baird Ave car park with temporary programming to improve night time economy | Improve plaza area on Bunnerong Rd outside St Agnes' Catholic Church & School | Reinforce plaza area on SW corner of intersection & implement community garden on corner of Bunnerong Rd/Harold St |
| 7 Play Spaces | - | Upgrade existing playground equipment on Baird Ave | - | - |
| 8 Pedestrian Crossings | Additional pedestrian crossing across Beauchamp Road opposite Fire Station | Additional pedestrian crossing across Bunnerong Road, north of Daunt Avenue | - | - |
| 9 Pedestrian Connections | - | Plan for upgrades to Matraville Arcade, connecting Baird Avenue car park to Bunnerong Road | - | - |
| 10 Cycle Infrastructure | - | New bike racks outside Woolworths | - | New bike racks at Southern Gateway near bus stop |
| 11 Traffic Calming | Commence process to reduce speed of Bunnerong Road through Town Centre to 40kph | | | |
| 12 Built Form | Work with business owners to encourage facade upgrades & removal of outdated signage Formal approach to Baird Ave access arcade at 496 Bunnerong Rd | | | |
| 13 Planning & Approvals | Council to undertake traffic modelling/relevant studies/identify further approvals needed for road cross section reconfiguration, prepare for under-grounding of power, and prepare business case for future major updates. DCP plans to be updated to align with PDMP principles. | | | |

Tract

221-0019-00-U-01-RP04_Matraville Implementation

08 November 2022

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4 Medium-Term Implementation (5-10 Years)

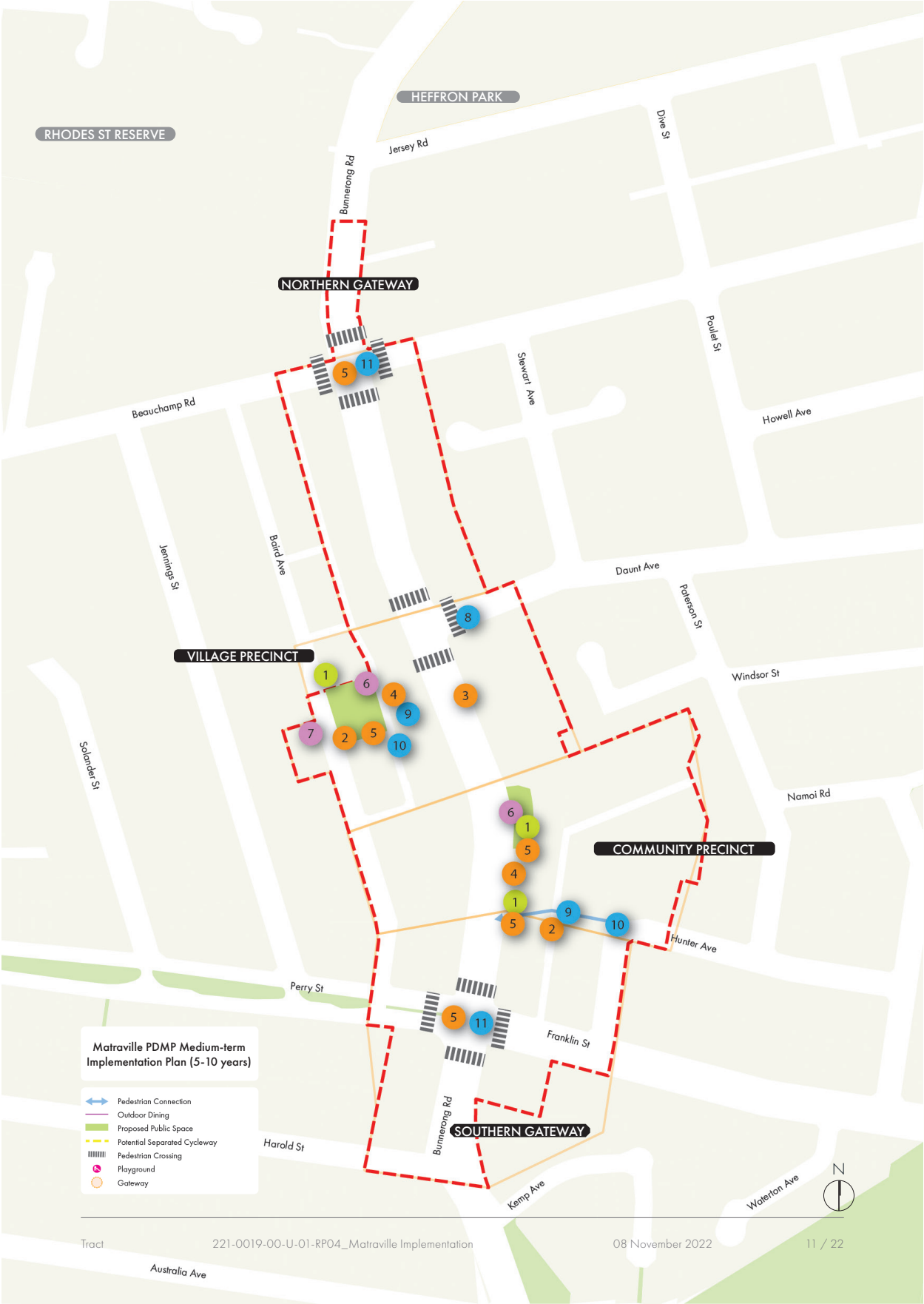
| | Northern Gateway | Village Precinct | Community Precinct | Southern Gateway |
|--|---|---|---|--|
| Key Moves | | | | |
| 1 Street Tree & Vegetation Planting | Re-structure of Bunnerong Rd to include removal of median and planting bulb outs and new garden beds at key sites such as St Agnes School frontage, adjacent to cafes, restaurants, Matraville Arcade and bulb outs at regular intervals throughout the Town Centre to achieve increased street tree planting | | | |
| | - | Baird Ave Park redevelopment to include new street tree planting and vegetation | New through site link between Bunnerong Rd and Hunter Ave (see #9) to include new street tree planting and vegetation | - |
| 2 Paving | New paving with widened footpaths along Bunnerong Rd | | | |
| | - | New paving at Baird Ave Precinct (see #6) | New paving at the new through site link (see #9) | - |
| 3 Street Furniture | New street furniture, consider temporary closure of street parking with parklet furniture | | | |
| 4 Public Art | - | Integrate elements of art that evoke identity of Matraville into new Baird Ave Precinct (see #6) | Integrate elements of art that evoke identity of Matraville into the expanded plaza in front of St Agnes Catholic School and the new through site link (see #6 & 9) | - |
| 5 Lighting | Consider temporary lighting installations to mark Gateway | New Lighting at Baird Ave Precinct (see #6) | New lighting at the expanded plaza area in front of St Agnes' School and the new through site link (see #6 & 9) | Consider temporary lighting installations to mark Gateway |
| 6 Civic Plazas + Community Facilities | - | Develop Baird Ave car park per DCP with community facility, new plaza and underground/undercroft car park | Expand plaza area in front of St Agnes' Catholic Church and School | - |
| 7 Play Spaces | - | Baird Avenue to be resurfaced with shared street to link playground to new Baird Ave Precinct | | - |
| 8 Pedestrian Crossings | - | - | - | - |
| 9 Pedestrian Connections | - | Link new public space at Baird Ave through Matraville Arcade | New through site link to south of existing service station to connect between Bunnerong Rd and Hunter Ave | - |
| 10 Cycle Infrastructure | Potential 1.6m wide cycle zone on the widened footpath at each side of Bunnerong Rd | | | |
| | - | New bike racks at Baird Ave Village Plaza | New bike racks at the new through site link (see #9) | - |
| 11 Traffic Calming | Reduce speed to 40kmph through the Town Centre | | | |
| | Gateway signage and treatment to encourage pedestrian activity | | | Gateway signage and treatment to encourage pedestrian activity |
| 12 Built Form | Continue working with business owners to encourage facade upgrades & removal of outdated signage | | | |
| 13 Infrastructure | Underground powerlines | | | |

Tract

221-0019-00-U-01-RP04_Matraville Implementation

08 November 2022

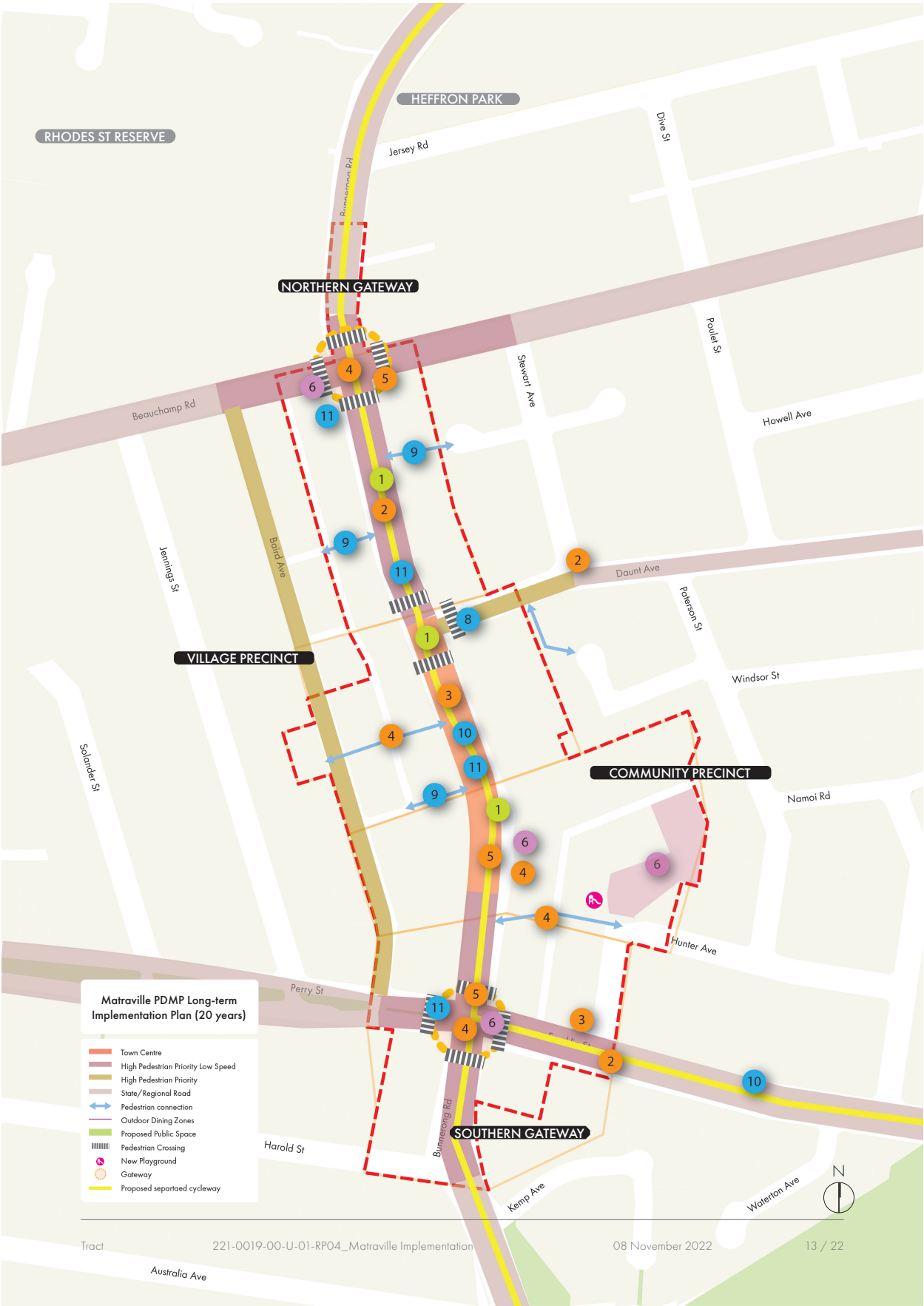
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5 Long-Term Implementation (20 Year Vision)

| | Northern Gateway | Village Precinct | Community Precinct | Southern Gateway | |
|-----------|-------------------------------------|---|---|---|---|
| Key Moves | | | | | |
| 1 | Street Tree & Vegetation Planting | Restructure of Bunnerong Rd to 2 traffic lanes and 2 parking lanes, allowing for new street tree planting zones | | | |
| 2 | Paving | New paving with widened footpaths along Bunnerong Rd | | | |
| | | + New paving on Daunt Ave | | + new paving on Franklin St to Barwon park | |
| 3 | Street Furniture | Upgraded streetscape along Bunnerong Rd with new street furniture | | | |
| | | | | Upgraded Franklin St with new street furniture | |
| 4 | Public Art | Northern Gateway upgrade to incorporate public art | Integrate elemets of art that evoke identity of Matraville into precinct | Integrate elemets of art that evoke identity of Matraville into precinct | Southern Gateway upgrade to incorporate public art |
| 5 | Lighting | New smart poles with banners along Bunnerong Rd | | | |
| | | New catenary lighting at Gateway | | New catenary lighting at Gateway | |
| 6 | Civic Plazas + Community Facilities | Widened footpath to create additional public space around intersection | - | Restructuring of Bunnerong Rd to include upgrade of plaza area outside St Agnes School. Potential community use at Hunter Ave car park | Widened footpath to create additional public space around intersection |
| 7 | Play Spaces | completed in Medium-Term Implementation | | | |
| 8 | Pedestrian Crossings | | Convert signalised intersection at Bunnerong Rd/ Daunt Ave to raised intersection | | |
| 9 | Pedestrian Connections | - | New through site links where possible, e.g. east-west connections from back streets to Bunnerong Rd | - | |
| 10 | Cycle Infrastructure | New separated cycle lane along Bunnerong Road (refer 2. Bunnerong Road Staging - Long Term Vision) | | | |
| | | | | + Franklin St east to Barwon Park | |
| 11 | Traffic Calming | Gateway Spine signage and treatment to encourage high pedestrian activity | Central Spine signage and treatment to give pedestrian priority | Central Spine signage and treatment to give pedestrian priority | Gateway Spine signage and treatment to encourage high pedestrian activity |
| 12 | Built Form | Continue working with business owners to encourage facade upgrades & removal of outdated signage | | | |
| 13 | Infrastructure | Accommodate provisions for future BRT network in line with South East Sydney Transport Strategy | | | |

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6 Estimate of Probable Costs

Exclusions and Assumptions:

The following Opinion of Probable Cost is based on composite rates and indicative quantities in order to give a scope to which the rates apply. Contingency amounts have been included to allow for the design development of each precinct, builders margins and miscellaneous items not costed.

Excavation and demolition

Saw-cutting and demolition including kerbs and gutters, road and pedestrian pavements, garden beds and tree pits.

Kerb and Gutters

In situ concrete kerb and gutters Including pedestrian ramps, vehicle crossings.

Public Domain Paving

Pedestrian pavements and vehicle crossings. Compacted sub-grade, concrete slabs for pre-cast concrete paving including new service lid adjustments and tactile indicators.

Storm-water and drainage

Drainage inlet pits and pipes for new kerb alignments, WSUD and subsoil drainage.

Underground power lines

Relocation of overhead power-lines underground including new connections to private properties.

Garden beds and WSUD including planting

Soil mix, mulching and planting

Street Trees

Tree pits with structural soil, advanced trees min size 200 litre, 400 litre for deciduous trees.

Art Installations, heritage interpretation

Paving inlays, sculptures, interpretive signage.

Lighting and electrical

Additional street lighting to meet light level standards for public realm. Electrical supply as required.

Street furniture

Bench seats, bins, bike racks, signs and sign posts and drinking fountains

In lane bus stop

New paving, excludes bus shelter

Signalised intersection upgrade

Addition leg of intersection including traffic signalization poles and infrastructure (road crossing).

New road pavement where median removed

Full depth road pavement

Re-sheeting of road surface

Mill and re-sheet road pavement.

Signs and line marking for roadway and cycleway

Traffic signs and line marking

Maintenance

Assumes 12 months

Key Place 5: Baird Avenue Village Precinct

Community Centre & underground car park

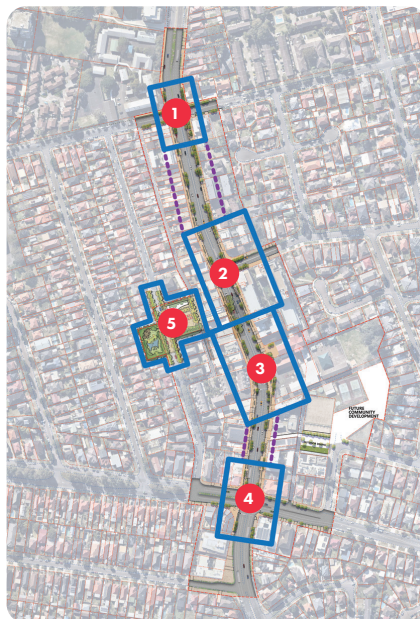
Assumes Community Centre floor space of 300m² and underground parking of 1000m².

Exclusions from costing

1. Contamination Assessment and re-mediation
2. Topographic survey for detailed design
3. Geotechnical testing
4. Soil testing and amelioration
5. Archaeological Assessment, interpretation and recording
6. Trunk services , sewer, water, fire , telecommunications
7. Electrical substations and distribution systems
8. Escalation of costs
9. Ongoing maintenances costs beyond Defects Liability Period

These Estimates are divided into the following precincts:

- **Key Place 1:** Northern Gateway, intersection of Beauchamp Rd - Bunnerong Rd
- *Bunnerong Rd between Key Place 1 and Key place 2*
- **Key Place 2:** Bunnerong Rd Shopping Strip & Daunt Ave Intersection
- **Key Place 3:** Bunnerong Road - School Interface
- *Bunnerong Rd between Key Place 3 and Key place 4*
- **Key Place 4:** Southern Gateway, intersection of Franklin St / Perry St - Bunnerong Rd
- **Key Place 5:** Baird Avenue Village Precinct



| SUMMARY | | |
|--|-----------|----------------------|
| KEY PLACE 1: NORTHERN GATEWAY - Intersection of Beauchamp Rd - Bunnerong Rd | | |
| Key Place 1 Total Estimated End Costs excl. GST | \$ | 2,984,157.00 |
| Bunnerong Rd between Key Place 1 and Key place 2 | | |
| Key Place 1 Total Estimated End Costs excl. GST | \$ | 2,933,589.00 |
| KEY PLACE 2: Bunnerong Rd Shopping Strip & Daunt Ave Intersection | | |
| Key Place 2 Total Estimated End Costs excl. GST | \$ | 4,081,170.42 |
| KEY PLACE 3: Bunnerong Rd School interface | | |
| Key Place 3 Total Estimated End Costs excl. GST | \$ | 5,270,424.00 |
| Bunnerong Rd between Key Place 3 and Key place 4 | | |
| Key Place 4 Total Estimated End Costs excl. GST | \$ | 1,777,491.00 |
| KEY PLACE 4: SOUTHERN GATEWAY - Intersection of Franklin St/Perry St - Bunnerong Rd | | |
| Key Place 4 Total Estimated End Costs excl. GST | \$ | 3,429,078.00 |
| KEY PLACE 5: Baird Avenue Village Precinct | | |
| Key Place 5 Total Estimated End Costs excl. GST | \$ | 7,796,244.00 |
| END TOTAL COSTS | \$ | 28,272,153.42 |



6.1 Key Place 1: Northern Gateway

| KEY PLACE 1: NORTHERN GATEWAY - Intersection of Beauchamp Rd - Bunnerong Rd | | | | | | |
|--|--|----------|------|------------|----|-----------------|
| Code | Description | Quantity | Unit | Rate | | Total |
| 1 | Excavation and demolition | 1080 | m2 | \$ 70 | \$ | 75,600.00 |
| 2 | Kerb and gutters | 250 | m | \$ 300 | \$ | 75,000.00 |
| 3 | Public Domain Paving | 750 | m2 | \$ 370 | \$ | 277,500.00 |
| 4 | Stormwater and drainage | 1 | m | \$ 120,000 | \$ | 120,000.00 |
| 5 | Underground powerlines | 8 | item | \$ 90,000 | \$ | 720,000.00 |
| 6 | Garden beds including planting | 330 | m2 | \$ 120 | \$ | 39,600.00 |
| 7 | Street Trees | 30 | item | \$ 2,200 | \$ | 66,000.00 |
| 8 | Art Installations , heritage interpretation | 1 | item | \$ 60,000 | \$ | 60,000.00 |
| 9 | Gateway lighting and electrical | 1 | item | \$ 200,000 | \$ | 200,000.00 |
| 10 | Street furniture | 1 | item | \$ 150,000 | \$ | 150,000.00 |
| 11 | In lane bus stop | 30 | m2 | \$ 370 | \$ | 11,100.00 |
| 12 | Signalised intersection upgrade | 1 | item | \$ 250,000 | \$ | 250,000.00 |
| 13 | New road pavement where median is removed | 50 | m2 | \$ 250 | \$ | 12,500.00 |
| 14 | Resheeting of road surface | 1600 | m2 | \$ 120 | \$ | 192,000.00 |
| 15 | Signs and linemarking for roadway and cycleway | 1 | m | \$ 40,000 | \$ | 40,000.00 |
| 16 | Maintenance | 1 | item | \$ 24,000 | \$ | 24,000.00 |
| Key Place 1: Northern Gateway Sub total | | | | | | \$ 2,313,300.00 |
| 1 | Construction contingency 12% | | | | \$ | 277,596.00 |
| 2 | Design Contingency 10% | | | | \$ | 231,330.00 |
| 3 | Fees 7% | | | | \$ | 161,931.00 |
| Contingency subtotal | | | | | | \$ 670,857.00 |
| Precinct 1 Total Estimated End Costs excl. GST | | | | | | \$ 2,984,157.00 |
| Bunnerong Rd between Key Place 1 and Key place 2 | | | | | | |
| Code | Description | Quantity | Unit | \$/m2 | | Total |
| 1 | Excavation and demolition | 1700 | m2 | \$ 70 | \$ | 119,000.00 |
| 2 | Kerb and gutters | 260 | m | \$ 300 | \$ | 78,000.00 |
| 3 | Public Domain Paving | 1200 | m2 | \$ 370 | \$ | 444,000.00 |
| 4 | Stormwater and drainage | 1 | m | \$ 120,000 | \$ | 120,000.00 |
| 5 | Underground powerlines | 7 | item | \$ 90,000 | \$ | 630,000.00 |
| 6 | Garden beds including planting | 250 | m2 | \$ 120 | \$ | 30,000.00 |
| 7 | Street Trees | 44 | item | \$ 2,200 | \$ | 96,800.00 |
| 8 | Art Installations , heritage interpretation | 1 | item | \$ 60,000 | \$ | 60,000.00 |
| 9 | Lighting and electrical | 1 | item | \$ 200,000 | \$ | 200,000.00 |
| 10 | Street furniture | 1 | item | \$ 150,000 | \$ | 150,000.00 |
| 11 | In lane bus stop | 0 | m2 | \$ - | \$ | - |
| 12 | Signalised intersection upgrade | 0 | item | \$ - | \$ | - |
| 13 | New road pavement where median removed | 270 | m2 | \$ 250 | \$ | 67,500.00 |
| 14 | Resheeting of road surface | 1800 | m2 | \$ 120 | \$ | 216,000.00 |
| 15 | Signs and linemarking for roadway and cycleway | 1 | m | \$ 40,000 | \$ | 40,000.00 |
| 16 | Maintenance | 1 | item | \$ 24,000 | \$ | 24,000.00 |
| Bunnerong Rd between Key Place 1 and Key Place 2 Sub total | | | | | | \$ 2,275,300.00 |
| 1 | Construction contingency 12% | | | | \$ | 273,036.00 |
| 2 | Design Contingency 10% | | | | \$ | 227,530.00 |
| 3 | Fees 7% | | | | \$ | 159,271.00 |
| Contingency subtotal | | | | | | \$ 659,837.00 |
| Bunnerong Rd between Key Place 1 and Key place 2 Estimated End Costs excl. GST | | | | | | \$ 2,935,137.00 |

Tract

221-0019-00-U-01-RP04_Matraville Implementation

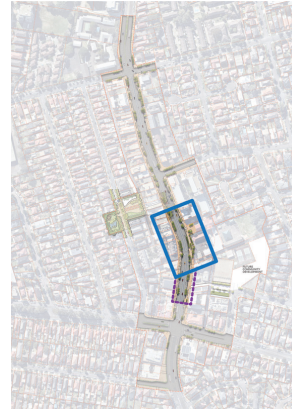
08 November 2022

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6.2 Key Place 2: Bunnerong Rd & Daunt Ave Intersection

| KEY PLACE 2: Bunnerong Rd & Daunt Ave Intersection | | | | | | |
|--|--|----------|------|-------|---------|-----------------|
| Code | Description | Quantity | Unit | \$/m2 | | Total |
| 1 | Excavation and demolition | 2300 | m2 | \$ | 70 | \$ 161,000.00 |
| 2 | Kerb and gutters | 380 | m | \$ | 300 | \$ 113,898.00 |
| 3 | Public Domain Paving | 1700 | m | \$ | 370 | \$ 629,000.00 |
| 4 | Stormwater and drainage | 1 | m | \$ | 120,000 | \$ 120,000.00 |
| 5 | Underground powerlines | 10 | item | \$ | 90,000 | \$ 900,000.00 |
| 6 | Garden beds including planting | 340 | m2 | \$ | 120 | \$ 40,800.00 |
| 7 | Street Trees | 47 | item | \$ | 2,200 | \$ 103,400.00 |
| 8 | Art Installations , heritage interpretation | 1 | item | \$ | 60,000 | \$ 60,000.00 |
| 9 | Gateway lighting and electrical | 1 | item | \$ | 200,000 | \$ 200,000.00 |
| 10 | Street furniture | 1 | item | \$ | 150,000 | \$ 150,000.00 |
| 11 | In lane bus stop | 30 | m2 | \$ | 370 | \$ 11,100.00 |
| 12 | Signalised intersection upgrade | 1 | item | \$ | 250,000 | \$ 250,000.00 |
| 13 | New road pavement where median removed | 290 | m2 | \$ | 250 | \$ 72,500.00 |
| 14 | Resheeting of road surface | 2400 | m2 | \$ | 120 | \$ 288,000.00 |
| 15 | Signs and linemarking for roadway and cycleway | 1 | m | \$ | 40,000 | \$ 40,000.00 |
| 16 | Maintenance | 1 | item | \$ | 24,000 | \$ 24,000.00 |
| Key Place 2: Bunnerong Rd and Daunt Ave Sub total | | | | | | \$ 3,163,698.00 |
| 1 | Construction contingency 12% | | | | \$ | 379,643.76 |
| 2 | Design Contingency 10% | | | | \$ | 316,369.80 |
| 3 | Fees 7% | | | | \$ | 221,458.86 |
| Contingency subtotal | | | | | | \$ 917,472.42 |
| Precinct 2 Total Estimated End Costs excl. GST | | | | | | \$ 4,081,170.42 |



6.3 Key Place 3: Bunnerong Road - School Interface

KEY PLACE 3: Bunnerong Rd School interface

| Code | Description | Quantity | Unit | \$/m2 | Total |
|---|--|----------|------|------------|-----------------|
| 1 | Excavation and demolition | 3200 | m2 | \$ 70 | \$ 224,000.00 |
| 2 | Kerb and gutters | 287 | m | \$ 300 | \$ 86,100.00 |
| 3 | Public Domain Paving | 1650 | m2 | \$ 370 | \$ 610,500.00 |
| 4 | Stormwater and drainage | 1 | m2 | \$ 120,000 | \$ 120,000.00 |
| 5 | Underground powerlines | 14 | no. | \$ 90,000 | \$ 1,260,000.00 |
| 6 | Garden beds including planting | 520 | m2 | \$ 120 | \$ 62,400.00 |
| 7 | Street Trees | 70 | item | \$ 2,200 | \$ 154,000.00 |
| 8 | Art Installations , heritage interpretation | 1 | item | \$ 60,000 | \$ 60,000.00 |
| 9 | Gateway lighting and electrical | 1 | item | \$ 200,000 | \$ 200,000.00 |
| 10 | Street furniture | 5 | item | \$ 150,000 | \$ 750,000.00 |
| 11 | In lane bus stop | 0 | m2 | \$ - | \$ - |
| 12 | Signalised intersection upgrade | 0 | item | \$ - | \$ - |
| 13 | New road pavement where median removed | 980 | m2 | \$ 250 | \$ 245,000.00 |
| 14 | Resheeting of road surface | 2080 | m2 | \$ 120 | \$ 249,600.00 |
| 15 | Signs and linemarking for roadway and cycleway | 1 | m | \$ 40,000 | \$ 40,000.00 |
| 16 | Maintenance | 1 | item | \$ 24,000 | \$ 24,000.00 |
| Key Place 3: Northern Gateway Sub total | | | | | \$ 4,085,600.00 |

| | | | | | |
|----------------------|------------------------------|--|--|----|-----------------|
| 1 | Construction contingency 12% | | | \$ | 490,272.00 |
| 2 | Design Contingency 10% | | | \$ | 408,560.00 |
| 3 | Fees 7% | | | \$ | 285,992.00 |
| Contingency subtotal | | | | | \$ 1,184,824.00 |

| | | | | | |
|--|--|--|--|--|-----------------|
| Precinct 3 Total Estimated End Costs excl. GST | | | | | \$ 5,270,424.00 |
|--|--|--|--|--|-----------------|

Bunnerong Rd between Key Place 3 and Key place 4

| Code | Description | Quantity | Unit | \$/m2 | Total |
|--|--|----------|------|------------|-----------------|
| 1 | Excavation and demolition | 920 | m2 | \$ 70 | \$ 64,400.00 |
| 2 | Kerb and gutters | 140 | m | \$ 300 | \$ 42,000.00 |
| 3 | Public Domain Paving | 620 | m2 | \$ 370 | \$ 229,400.00 |
| 4 | Stormwater and drainage | 1 | m2 | \$ 120,000 | \$ 120,000.00 |
| 5 | Underground powerlines | 5 | item | \$ 90,000 | \$ 450,000.00 |
| 6 | Garden beds including planting | 140 | m2 | \$ 120 | \$ 16,800.00 |
| 7 | Street Trees | 17 | item | \$ 2,200 | \$ 37,400.00 |
| 8 | Art Installations , heritage interpretation | 0 | item | \$ 60,000 | \$ - |
| 9 | Gateway lighting and electrical | 1 | item | \$ 200,000 | \$ 200,000.00 |
| 10 | Street furniture | 0 | item | \$ 150,000 | \$ - |
| 11 | In lane bus stop | 0 | m2 | \$ 370 | \$ - |
| 12 | Signalised intersection upgrade | 0 | item | \$ 250,000 | \$ - |
| 13 | New road pavement where median removed | 150 | m2 | \$ 250 | \$ 37,500.00 |
| 14 | Resheeting of road surface | 970 | m2 | \$ 120 | \$ 116,400.00 |
| 15 | Signs and linemarking for roadway and cycleway | 1 | item | \$ 40,000 | \$ 40,000.00 |
| 16 | Maintenance | 1 | item | \$ 24,000 | \$ 24,000.00 |
| Bunnerong Rd between Key Place 1 and Key Place 2 Sub total | | | | | \$ 1,377,900.00 |

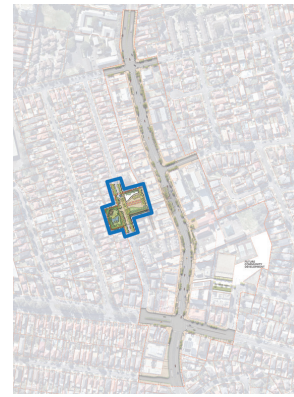
| | | | | | |
|----------------------|------------------------------|--|--|----|---------------|
| 1 | Construction contingency 12% | | | \$ | 165,348.00 |
| 2 | Design Contingency 10% | | | \$ | 137,790.00 |
| 3 | Fees 7% | | | \$ | 96,453.00 |
| Contingency subtotal | | | | | \$ 399,591.00 |

| | | | | | |
|--|--|--|--|--|-----------------|
| Bunnerong Rd between Key Place 1 and Key place 2 Estimated End Costs excl. GST | | | | | \$ 1,777,491.00 |
|--|--|--|--|--|-----------------|



6.4 Key Place 4: Southern Gateway

| KEY PLACE 4: SOUTHERN GATEWAY - Intersection of Franklin St/Perry St - Bunnerong Rd | | | | | |
|---|--|----------|------|------------|-----------------|
| Code | Description | Quantity | Unit | \$/m2 | Total |
| 1 | Excavation and demolition | 1420 | m2 | \$ 70 | \$ 99,400.00 |
| 2 | Kerb and gutters | 400 | m | \$ 300 | \$ 120,000.00 |
| 3 | Public Domain Paving | 1100 | m2 | \$ 370 | \$ 407,000.00 |
| 4 | Stormwater and drainage | 1 | m2 | \$ 120,000 | \$ 120,000.00 |
| 5 | Underground powerlines | 12 | item | \$ 90,000 | \$ 1,080,000.00 |
| 6 | Garden beds including planting | 220 | m2 | \$ 120 | \$ 26,400.00 |
| 7 | Street Trees | 29 | item | \$ 2,200 | \$ 63,800.00 |
| 8 | Art Installations , heritage interpretation | 1 | item | \$ 60,000 | \$ 60,000.00 |
| 9 | Gateway lighting and electrical | 1 | item | \$ 200,000 | \$ 200,000.00 |
| 10 | Street furniture | 0 | item | \$ 150,000 | \$ - |
| 11 | In lane bus stop | 30 | m2 | \$ 370 | \$ 11,100.00 |
| 12 | Signalised intersection upgrade | 0 | item | \$ 250,000 | \$ - |
| 13 | New road pavement where median removed | 90 | m2 | \$ 250 | \$ 22,500.00 |
| 14 | Resheeting of road surface | 3200 | m2 | \$ 120 | \$ 384,000.00 |
| 15 | Signs and linemarking for roadway and cycleway | 1 | m | \$ 40,000 | \$ 40,000.00 |
| 16 | Maintenance | 1 | item | \$ 24,000 | \$ 24,000.00 |
| Southern Gateway Sub total | | | | | \$ 2,658,200.00 |
| 1 | Construction contingency 12% | | | | \$ 318,984.00 |
| 2 | Design Contingency 10% | | | | \$ 265,820.00 |
| 3 | Fees 7% | | | | \$ 186,074.00 |
| Contingency subtotal | | | | | \$ 770,878.00 |
| KEY PLACE 4 Estimated End Costs excl. GST | | | | | \$ 3,429,078.00 |



CS7/23

6.5 Key Place 5: Baird Avenue Village Precinct

| KEY PLACE 5: Baird Avenue Village Precinct | | | | | |
|---|---|----------|------|--------------|------------------------|
| Code | Description | Quantity | Unit | \$/m2 | Total |
| KEY PLACE 5: Town Square Precinct | | | | | |
| 1 | Excavation and demolition (inc lane) | 3340 | m2 | \$ 70 | \$ 233,800.00 |
| 2 | Kerb and gutters | 210 | m | \$ 300 | \$ 63,000.00 |
| 3 | Public Domain Paving - Pedestrian | 1450 | m2 | \$ 320 | \$ 464,000.00 |
| 4 | Public Domain Paving - Vehicle | 500 | m2 | \$ 470 | \$ 235,000.00 |
| 5 | Stormwater and drainage | 1 | m2 | \$ 120,000 | \$ 120,000.00 |
| 6 | Underground powerlines | 4 | item | \$ 90,000 | \$ 360,000.00 |
| 7 | Garden beds including planting | 940 | m2 | \$ 120 | \$ 112,800.00 |
| 8 | Lawn | 380 | m2 | \$ 60 | \$ 22,800.00 |
| 9 | Street Trees | 36 | item | \$ 2,200 | \$ 79,200.00 |
| 10 | Art Installations , heritage interpretation | 1 | item | \$ 80,000 | \$ 80,000.00 |
| 11 | Lighting and electrical | 1 | item | \$ 200,000 | \$ 200,000.00 |
| 12 | Street furniture | 1 | item | \$ 150,000 | \$ 150,000.00 |
| 13 | Signalised intersection upgrade | 0 | item | \$ - | \$ - |
| 14 | New road pavement where median removed | 0 | m2 | \$ - | \$ - |
| 15 | Resheeting of road surface | 780 | m2 | \$ 250 | \$ 195,000.00 |
| 16 | Signs and linemarking for roadway | 1 | item | \$ 5,000 | \$ 5,000.00 |
| 17 | Maintenance | 1 | item | \$ 24,000 | \$ 24,000.00 |
| 18 | Market Stalls | 1 | item | \$ 60,000 | \$ 60,000.00 |
| 19 | Matraville Arcade paving | 190 | m2 | \$ 320 | \$ 60,800.00 |
| 20 | Community centre & underground carpark | 1 | item | \$ 3,000,000 | \$ 3,000,000.00 |
| Town Square Precinct | | | | | \$ 5,465,400.00 |
| 1 | Construction contingency 12% | | | \$ | 655,848.00 |
| 2 | Design Contingency 10% | | | \$ | 546,540.00 |
| 3 | Fees 7% | | | \$ | 382,578.00 |
| Contingency subtotal | | | | | \$ 1,584,966.00 |
| KEY PLACE 5 Town Square Estimated Sub Total | | | | | \$ 7,050,366.00 |
| KEY PLACE 5: Baird Avenue Park | | | | | |
| 1 | Excavation and demolition | 1 | item | \$ 25,000 | \$ 25,000.00 |
| 2 | Fencing and signage | 140 | m | \$ 250 | \$ 35,000.00 |
| 3 | Stormwater and drainage | 1 | item | \$ 40,000 | \$ 40,000.00 |
| 4 | Maintenance | 1 | item | \$ 24,000 | \$ 24,000.00 |
| 5 | Lighting and electrical | 1 | item | \$ 40,000 | \$ 40,000.00 |
| 6 | Nature Play | 1 | item | \$ 80,000 | \$ 80,000.00 |
| 7 | Play area and nature play surfacing | 250 | m2 | \$ 120 | \$ 30,000.00 |
| 8 | Play equipment | 1 | item | \$ 200,000 | \$ 200,000.00 |
| 9 | Perimeter Garden beds including planting | 460 | m2 | \$ 120 | \$ 55,200.00 |
| 10 | Shade structure | 1 | m | \$ 40,000 | \$ 40,000.00 |
| 11 | Trees | 6 | m | \$ 1,500 | \$ 9,000.00 |
| Baird Avenue Park subtotal | | | | | \$ 578,200.00 |
| 1 | Construction contingency 12% | | | \$ | 69,384.00 |
| 2 | Design Contingency 10% | | | \$ | 57,820.00 |
| 3 | Fees 7% | | | \$ | 40,474.00 |
| Contingency subtotal | | | | | \$ 167,678.00 |
| KEY PLACE 5 BAIRD AVENUE PARK SUB TOTAL | | | | | \$ 745,878.00 |
| 1 | Town Square | | | \$ | 7,050,366.00 |
| 2 | Baird Avenue Park | | | \$ | 745,878.00 |
| KEY PLACE 5 Baird Avenue Estimated End Costs excl. GST | | | | | \$ 7,796,244.00 |

Tract

221-0019-00-U-01-RP04_Matraville Implementation

08 November 2022

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Contact Tract

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Director City Services Report No. CS8/23

Subject: Doncaster Avenue and Ascot Street - Centennial Park to Kingsford Walking and Cycling Improvements Project (K2CP) - Proposed Intersection Intervention

Executive Summary

- In 2018, Council considered the concept plans for the Kingsford to Centennial Park Walking and Cycling Improvements project.
- In late 2021, The Australian and NSW Government announced the allocation of funding to deliver this project for Randwick City Council and the construction commenced.
- As of February 2023, the majority of stormwater drainage, footpaths, kerb and gutters, pram ramps and driveways works are completed and the first section of the cycleway along Doncaster Avenue, from Anzac Parade southward, is being constructed.
- Council Officers have been reconsidering the design solution(s) on the Kensington to Kingsford Cycleway, specifically at the Doncaster Ave and Ascot Street intersection.
- Council has developed Concept Designs of roundabout options and consultants have been engaged to undertake the necessary assessments to determine the feasibility and operational impacts of the proposed designs.
- In cooperation with the Council, the ATC agreed to trial a westbound left-turn only restriction for motorists at Doncaster Avenue and Ascot Street intersection to assess the operational conditions. This trial has recently been conducted.
- Following further design development and stakeholder consultation, detailed design of the Roundabout design option(s) will be produced.

Recommendation

That Council:

- a) endorse the Raised Roundabout Concept Design 1 and Roundabout Concept Design 2 to proceed to final design assessment and detailed design for construction;
- b) note a subsequent report will be brought back to Council with the outcome of the design assessment and Detailed Design prior to moving to construction; and
- c) make representations to the NSW for Transport, regarding financial assistance for the final construction project costs.

Attachment/s:

Nil

Purpose

Council Officers have been reconsidering the design solution(s) on the Kensington to Kingsford Cycleway, specifically at the Doncaster Ave and Ascot Street intersection.

At its ordinary meeting on the 27th of September 2023, Council resolved;

“(Luxford/Hamilton) that Council:

- a) *receive and note this report;*
- b) *take carriage of the re-design and construction project at the Doncaster Avenue and Ascot Street (only) intersection from TFNSW; and*
- c) *note a subsequent report will be brought back to Council with the revised Concept Design, budget, and funding strategy for approval prior to moving to construction.*
- d) *make representations to Transport for NSW and the Hon David Elliot – Minister for Transport for NSW, regarding assistance for the temporary traffic calming devices and controls required.”*

Following the September 2022 Council Meeting Report No. CS48/22, concept designs of two (2) roundabout intersection options have been developed for the Doncaster Avenue and Ascot Street intersection for the *Kingsford to Centennial Park Walking and Cycling Improvements (K2CP) Project*.

This report informs Council of the proposed concept design options and recommended action(s) in order to maintain momentum with completion of the “Route 1” cycleway identified in Randwick City Council’s *Bicycle Route Construction Priority List*.

Discussion

The *Kingsford to Centennial Park Walking and Cycling Improvements (K2CP) Project* will see the delivery of the “Route 1” cycleway identified in Randwick City Council’s *Bicycle Route Construction Priority List*. The K2CP project includes a 2.8km two-way cycleway and shared path improvements along Doncaster Avenue, Day Avenue, Houston Road, General Bridges Crescent, and Sturt Street.

As of February 2023, the majority of stormwater drainage, footpaths, kerb and gutters, pram ramps and driveways works are completed and the first section of the cycleway along Doncaster Avenue, from Anzac Parade southward is being constructed.

As discussed in detail in the September 2022 Council Meeting Report No. CS48/22, the roundabout at Doncaster Avenue and Ascot Street intersection shown in Figure 1 was removed in mid-2022 in line with the approved and endorsed K2CP Project design shown in Figure 2. Since the changes were made to the intersection, issues regarding the operations and safety of the priority intersection were raised, especially on event days by the Australian Turf Club (ATC) - as the eastern leg of the intersection is the access to Royal Randwick Racecourse (the Racecourse). Additionally, some parents and guardians associated with Kensington Primary School have expressed concern that the removal of the roundabout has had a significant effect on their pick-up and drop-off task, each school day.



Figure 1 – Doncaster Avenue and Ascot Street roundabout intersection pre-construction



Figure 2 – Current Cycleway Design - Doncaster Avenue and Ascot Street priority intersection

Design Issue – Doncaster Avenue and Ascot Street Intersection

The following main vehicular traffic operational and safety issues reported since the priority intersection was implemented:

- With new priority intersection, there are difficulties for vehicles turning from Ascot Street on to Doncaster Avenue due the vehicular approach speed, traffic volumes and minimal gaps on Doncaster Avenue. Right turning Ascot Street motorists have to wait for three concurrent acceptable gaps in traffic flow from the north, from the south and from the opposite direction,

before they can turn right. It is resulting in extended delays on Ascot Street on both the east and west approaches;

- The right turns at the intersection are causing traffic management issues on event days with the priority intersection, causing significant delays and queuing for vehicles entering the Racecourse, prior to the event and exiting the Racecourse after an event.

Other issues, attributed to the temporary setting of the intersection and adjustment period required for the public to adapt to the changes, included confusion of right-of-way due to change from a roundabout to priority intersection and risks of crashes at the new pedestrian crossing on the eastern leg of the intersection. Since then, improvements have been implemented by TfNSW, such as improved line marking and better signage for these issues.

Approved K2CP Project Intersection Design

During the design phase of the K2CP project, roundabouts along the project corridor were removed due to the safety concerns of interactions between vehicles entering or exiting the roundabout and pedestrian/bike rider movements at the crossing. The driver's tendency at a roundabout would be to generally look to the right, focused on vehicles within or entering the roundabout. This raised concerns as drivers may not actively check for the faster-approaching bike rider crossing the road, from the left. Given this issue, Doncaster Avenue and Ascot Street intersection was originally proposed to be a signalised intersection but following consultation with TfNSW it was finalised as a priority intersection with a pedestrian / bike rider crossing on the eastern leg of the intersection and a pedestrian refuge on the western and northern leg.

Proposed Roundabout Intersection Concept Designs

Based on the issues identified with the priority intersection, the feasibility of a roundabout with separated cycleway was assessed. Following a review of the latest guidelines and standards, the *TfNSW Cycleway Toolbox* provided guidelines on bi-directional separated cycleways at a roundabout intersection. These new guidelines were published in 2022, some three years after the designs for K2CP Project were finalised. Based on the new *Cycleway Toolbox*, a fully raised roundabout intersection design has been considered as shown in Figure 3.

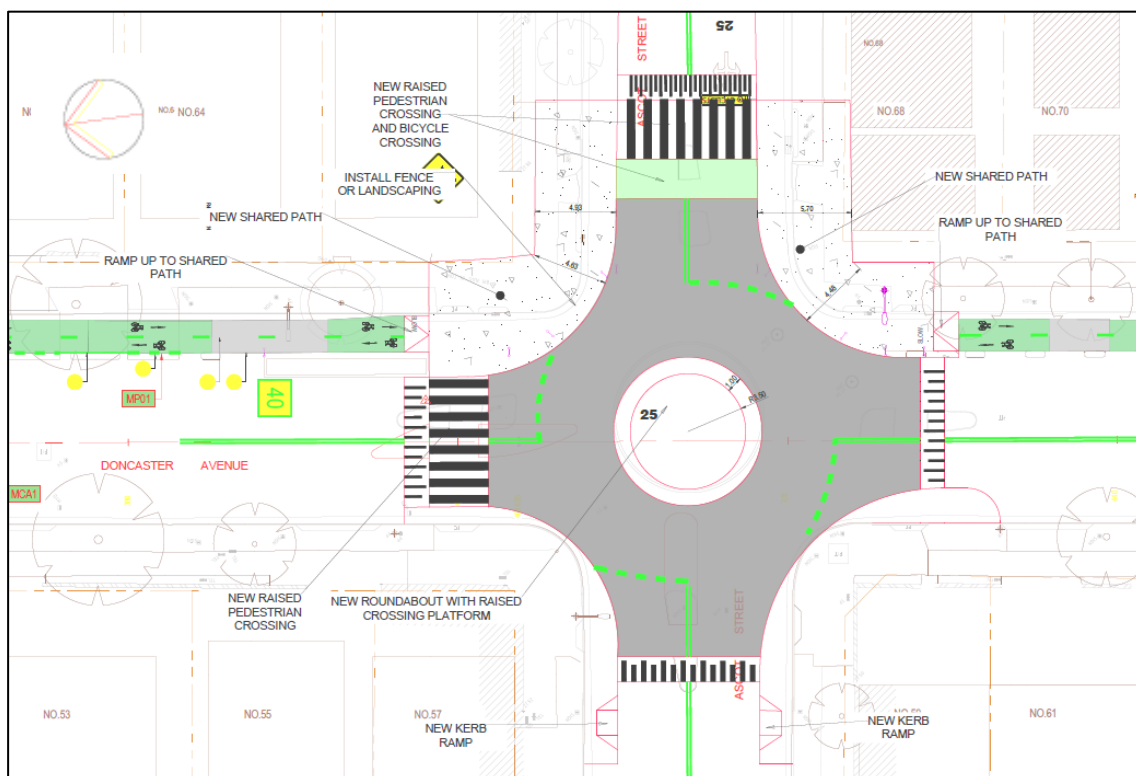


Figure 3 – Option 1: Proposed raised roundabout intersection design

Option 1 is a hybrid design of “3.2D Bicycle path (two-way) – Roundabout” and “3.2E Bicycle path (two-way) – Roundabout” with shared path in TfNSW’s [Cycleway Toolbox](#). Specific design elements include:

- The entire intersection is raised as a platform to introduce a traffic calming measure.
- Separated cycleway that transitions to a shared path before entering the roundabout. This would act as a bike rider calming measure before crossing the road.
- The pedestrian / bike rider crossing on the eastern leg is five metres from the outer radius of the roundabout to provide a storage area for vehicles to stop when exiting or entering the roundabout. The risk of collision between vehicles entering or exiting the roundabout with the bike riders still remains, however the storage area would allow drivers an opportunity to check both sides before approaching the crossing and provides an area to stop should a bike rider or pedestrians cross the road. Also, the view angles are closer to 90 degrees – so motorists and bike riders have a better chance of sighting each other. This also minimises the risk of rear end collision between a vehicle exiting the roundabout and the vehicle behind it.
- A pedestrian crossing is proposed on the northern leg of the intersection as there are no cycleway connections to the west.

A prioritised and continuous bicycle path around the roundabout was preferred, however, the property boundaries on the eastern leg of the intersection creates a spatial constraint.

Other design elements to be considered in the detailed design is the provision of a kerbed landscaping buffer between the raised intersection and the shared path area to provide a barrier.

Option 2 has also been developed which is a roundabout design very similar to Option 1 but with the raised components being only the pedestrian crossings on the north and east leg and some speed cushions on west and south approaches (i.e., the whole intersection is not raised on a platform). The design of Option 2 is shown in Figure 4, as follows.

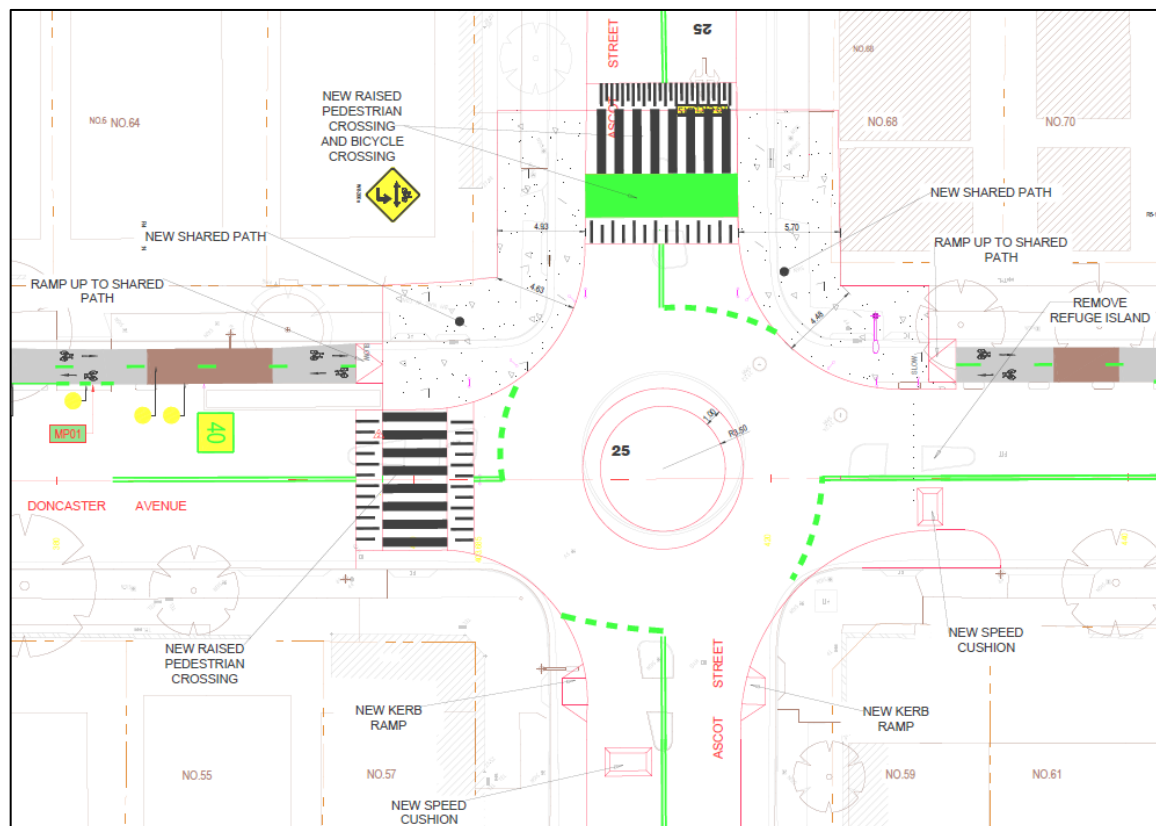


Figure 4 – Option 2: Proposed roundabout with raised crossings and speed cushions

Option 2 is expected to operate similarly to Option 1. It may not be as effective in traffic calming as a fully raised intersection of Option 1, but it still provides traffic calming measures, and it may result in better drainage with possibly gutter bridges at the crossings.

To validate that a roundabout with the bidirectional cycleway is feasible and safe, both options have been peer reviewed by a cycleway design consultancy. It was confirmed that both are sound designs with the appropriate vehicular speed controls (*D04844979*).

Option 3, which is also in discussion with TfNSW, is for the intersection to remain as a priority intersection as per the endorsed K2CP Project design. However, in 'event mode' all vehicles departing the Racecourse would be limited to only left turn movements. Following a recent trial of such arrangements the ATC has raised strong concerns about this option, due to significant delays on event days and due to operational issues at all times.

Event Days

Since the traffic issues have been identified, a temporary roundabout and traffic control management have been put in place on event days at the intersection. Traffic controllers adjust the temporary traffic separators from a priority intersection to a roundabout configuration on the morning of the event day and the traffic controllers and police manage the traffic during the peak times for the events to guide drivers, pedestrian, and bike riders.

On event days, notable vehicle queues and delays have been observed along Doncaster Avenue on entering or exiting the Racecourse - even with the temporary roundabout and traffic controllers in place. Prior to the event starting, both north and south approaches on Doncaster Avenue have been queued up all the way to Alison Road and Anzac Parade, respectively, due to vehicles queuing up to enter the Racecourse.

After events, the volume of vehicles on the westbound approach created long queues back into the Racecourse at which point Police often restricted the westbound movements to left turn only. There were also delays caused by queuing traffic along Doncaster Avenue, which extended from Alison Road, south past Ascot Street and on past Todman Avenue.

Based on the Concept Design assessment, a roundabout will allow vehicles on Ascot Street to find more gaps to make the turn on to Doncaster Avenue. This was resultant of vehicles on Doncaster Avenue that had to slow down entering the roundabout and forced the vehicles to give way to the vehicles in the roundabout.

Traffic Committee

On the 14th February 2023, Randwick Traffic Committee recommended:

That:

1. Event day trials of a left-turn only restriction imposed upon westbound Ascot Street motorists, at Doncaster Avenue, be endorsed for a trial period, following further discussions with the Australian Turf Club.
2. The proposed overland flow/ flooding assessment, detailed intersection designs, road safety audits and traffic impact assessment be completed in order to determine the preferred design of the intersection; and
3. Following the above actions, this matter be brought back to this Committee for final determination.

It can be confirmed that item 1 (left hand turn trial) was recently completed and determined by both Council Officers and the ATC, that no further improvements were identified than that of a proposed roundabout.

Items 2 and 3 remain on progress and consistent with the recommendations of this report in the progression to further design development for the roundabout option.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | |
|--|--|
| Strategy | Integrated Transport |
| Outcome | A city with a transport network where sustainable transport options are the preferred choice for people |
| Objective | Increase the active transport mode share to 35% by 2031, from a 2018-19 baseline of 26% |
| Delivery program commitment | Implement measures to increase safety for people riding bikes or walking in 5 locations each year until 2031, with priority given to identified crash sites. |
| Delivery program commitment | Provide an additional 30km of safe cycling routes by 2031, prioritising fully separate bicycle lanes where possible, in locations informed by our Bicycle Route Construction Priority plan and the TfNSW Principal Bicycle Network plan. |
| Outcome | A city with a safe, efficient and sustainable road network that balances the needs of movement and place to ensure roads are used for their intended purpose |
| Objective | Achieve a 50% reduction in casualties on the road network from a 2018 baseline of 269 incidents by 2031 |
| Delivery program commitment | Identify the key pinch point locations within the road network and work with TfNSW to identify improvement measures by 2031. |
| Delivering services and regulatory functions: | |
| Service area | Integrated Transport |
| Function | Transport Planning |
| Delivery program commitment | Plan for and support the safe and efficient movement of public, active, commercial and private transport modes through and within the LGA |

Resourcing Strategy Implications

The financial impact of the design and construction of two roundabout design options (Option 1 and 2) are:

| Design Option | Design Costs | Estimated Construction Costs |
|---|----------------|------------------------------|
| 1 – Fully raised roundabout | Up to \$44,000 | \$784,000 |
| 2 – Roundabout intersection with raised pedestrian/ cycling crossings | | \$660,000 |

The design costs include overland flow/ flooding assessment, traffic impact assessment and road safety audit. The design processes are well underway and are expected to be completed by early April. Note that the indicated construction costs are early estimates only. They will be fine-tuned once the fully detailed design is available.

Policy and legislative requirements

Local Government Act 1993

Conclusion

Following commencement of construction of the *Kingsford to Centennial Park Walking and Cycling Improvements* Project, a design issue was identified at the Doncaster Avenue and Ascot Street intersection.

The issue was investigated, and concept designs have been developed for assessment.

To determine the optimal intersection design, Council officers will further investigate two (2) roundabout intersection options: Options 1 and 2. The third Option - maintaining a priority-controlled intersection with a westbound left turn only restriction during event days - has been rejected by the ATC and has been criticized by local residents. Accordingly, it is recommended that Option 3 not be developed further.

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: PROJ/10180/1527782/1

Director City Services Report No. CS9/23

Subject: Arden Street / Dolphin Street - pedestrian safety review

Executive Summary

- In 2019, Council resolved (Matson/Andrews) that a meeting be held on site with appropriate Council staff and interested residents and Councillors to assess ways of implementing measures to slow down cars and buses passing through the Arden and Dolphin Streets roundabout and to increase pedestrian safety.
- A crash analysis has indicated that the intersection is performing very safely even though the traffic and pedestrian volumes are very high.
- Many of the alternate intersection options have significant drawbacks and retention of the existing roundabout seems the best option.
- Improvements to the safety of pedestrians could be considered by upgrading three untreated splitter islands to pedestrian refuge dimensions.

Recommendation

That:

- a) Council officers undertake design investigations into the possibility of upgrading each of the three untreated splitter islands at the Arden Street/Dolphin Street roundabout, to pedestrian refuges.
- b) the outcomes from this investigation be reported back via the Traffic Committee processes.

Attachment/s:

Nil

CS9/23

Purpose

In 2019, the Council resolved (Matson/Andrews) that a meeting be held on site with appropriate Council staff and interested residents and Councillors to assess ways of implementing measures to slow down cars and buses passing through the Arden and Dolphin Streets roundabout and to increase pedestrian safety.

Discussion

Prior to holding such a meeting as proposed an assessment would need to be undertaken of the options available. Following is some relevant information to assist such an assessment.

Traffic and Road Safety Issues - Arden Street / Dolphin Street intersection

Function and Operation

Arden Street operates as one of the main collector roads within Coogee. It provides a very strong north south link and has a particularly important function in support of the following public transport (bus) services:

- 313 - (Coogee to Bondi Junction - terminates and recommences at Coogee)
- 350 - (Airport to Bondi Junction - through route)
- 370 - (Coogee to Glebe Point - terminates and recommences at Coogee)
- 373 - (Coogee to City Museum - terminates and recommences at Coogee)
- 373X - (Coogee to City Museum – Express from Cowper Street - terminates and recommences at Coogee)
- 374 - (Coogee to Central - terminates and recommences at Coogee)
- 374X - (Coogee to City Museum via Bream St (Express from Cowper Street) - terminates and recommences at Coogee)

Indeed, the Arden Street bus stop, opposite Alfreda Street, regularly has the highest number of daily Opal Card 'tap-ons', for the whole Council area (a claim also shared with the busy Pacific Square bus stop on Anzac Parade, Maroubra).

Traffic Volumes

In addition to its public transport function, Arden Street provides a very important through traffic function. The most recent traffic count data indicates that some 17,759 vehicles per day travel along Arden Street, adjacent to Coogee Oval (April 2016). Almost 6% of all Arden Street traffic is identified as consisting of commercial vehicles. This also emphasises the strong freight function of Arden Street as well.

Crash History

Council receives, on a quarterly basis, vehicle crash information from the TfNSW. This TfNSW data is based on actual Police reports (or self-reports) relating to crashes where persons are injured or where vehicles have had to be towed away. Generally, this data is received some nine to twelve months after the actual events.

An analysis of the most recently available 5 years of recorded crash data (July 2017 to June 2022) reveals that there have been NO recorded crashes at this intersection.

Safety Performance

A daily volume of at least 17,700 vehicles, passing through this intersection, indicates that the annual volume of vehicles passing through this intersection is more than 6,400,000. And over 5 years, this volume exceeds 32,000,000. Given the many of thousands of beach-going pedestrians who also filter through this intersection each year, it is considered that the intersection is performing very well, from a road safety perspective.

Pedestrian Safety Improvement Options

Pedestrian Underpasses or Overhead Bridges

Pedestrian underpasses or overhead bridges can be extraordinarily expensive. They can create notable personal security issues and, unless extensive pedestrian fencing is included along nearby streets, they can be easily circumvented by pedestrians wanting to not expend effort by rising up or

down, to cross a road. Other issues such as a high water-table concerns, and flooding can detract from proposing tunnels. Also, very negative streetscape and visual amenity issues arise with overhead pedestrian bridges – particularly so, as they must be designed with very gentle ramp gradients, to meet the access requirements of the mobility impaired members of the community.

Given each of these key concerns further exploration of these alternatives is not recommended.

Zebra Crossings

Marked pedestrian (zebra) crossings afford pedestrians precedence over all other vehicular traffic. In areas with significant volumes of pedestrians, vehicular traffic flows can be very negatively affected by the dominance of pedestrians. For example, over recent summers, traffic flow along Marine Parade near McKeon Street, Maroubra, has been delayed for significant periods due to the pedestrian dominance at the zebra crossing. This has been a source of numerous complaints to Councillors and Council staff in recent times. Given the very high volume of pedestrians in Coogee, the introduction of zebra crossings at the Dolphin Street/Arden Street intersection would greatly impact traffic flows. These major delays would be experienced by all of the many bus services passing through the intersection. Accordingly, it is not recommended to install any zebra crossings at the Arden Street/Dolphin Street intersection.

Traffic Signals

Replacing the existing large roundabout with a set of signals will provide the opportunity to introduce pedestrian 'green person' phases into the traffic flow. However, the introduction of traffic signals will greatly reduce the efficiency of the intersection for vehicles and pedestrians alike. This is because each movement (north/south or east/west) would be required to be delayed while the other movement is given priority. Lengthy queues would likely extend back from the intersection in all directions.

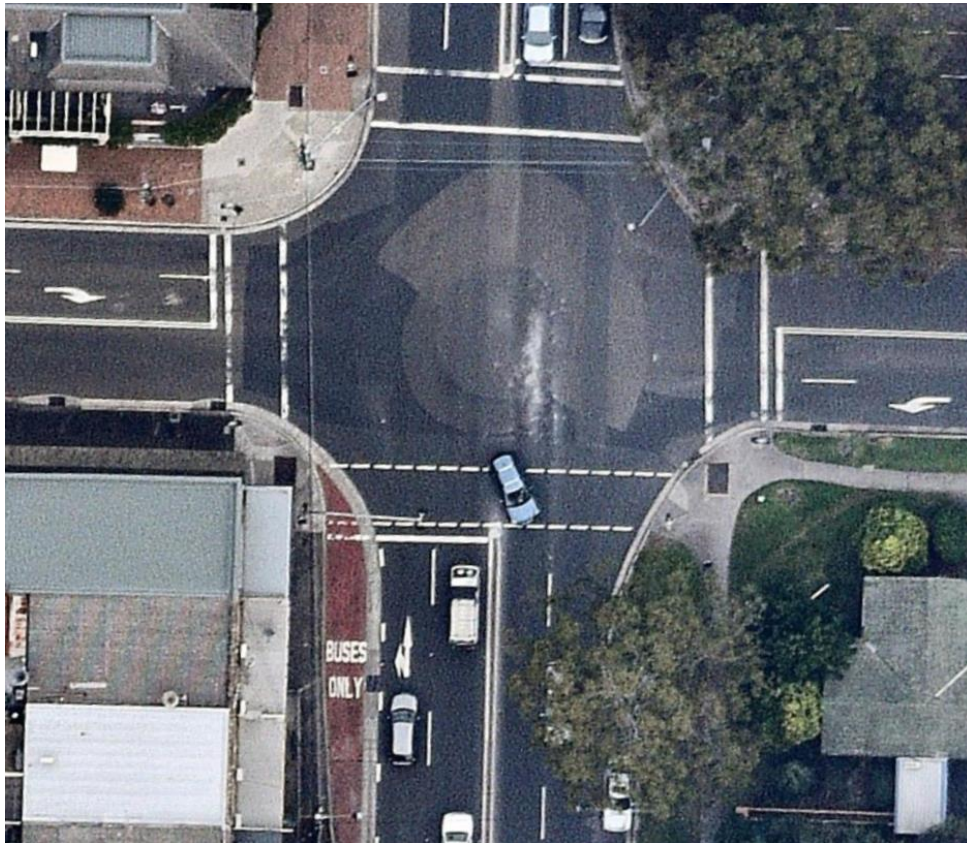
Notwithstanding the above impacts there is a very difficult impact that the introduction of traffic signals would have upon this neighbourhood. Currently, the large roundabout works extremely efficiently to 'turnaround' the substantial number of northbound terminating buses, so that they can face southbound ready to commence their next trip to the city etc. If the roundabout was to be removed and replaced with traffic signals it seems that there are two possible options available to manage the bus turnarounds:

1. Install traffic signals with an allocated 'bus U-turn' phase
- OR**
2. Redirect buses emerging from Havelock Street along a back route further from the coast so that they can return southbound along Arden Street.

Traffic Signal Option 1 - Traffic signals with a bus U-turn facility:

Traffic signals accommodating bus U-turn facilities are not common. Following are two images of just such a facility, existing on the south side of the Miranda Fair Shopping Centre, at Miranda:

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Kiora Road / Karimbla Road intersection, showing bus U-turn bay at bottom left



Kiora Road / Karimbla Road intersection, highlighting U-turn signage and B signal

At the Kiora Road/Karimbla Road intersection, in Miranda, southbound buses requiring to execute a U-turn, must move left into the dedicated Bus U-turn Bay, wait for the traffic signals to stop all other traffic movements and then undertake the U-turn manoeuvre, once the B-signal lantern turns green. This is a fairly inefficient set of signals as all traffic movements must come to a halt, whilst each bus executes its own U-turn. It is understood that only a single bus service utilises this facility and that the service frequency is hourly (bus Route 972). A Bus U-turn facility is not considered appropriate in Coogee given our high frequency of bus services. If every Coogee bus service were to stop all traffic movements, in order to affect a U-turn manoeuvre, the traffic implications for the Coogee Beach area would be extreme.

Additionally, provision of an additional separated U-turn waiting bay, on the northbound Arden Street approach to the roundabout, would likely only be possible with the removal of one of Coogee's iconic Norfolk Island pine trees. This would be unacceptable to the community and Council.

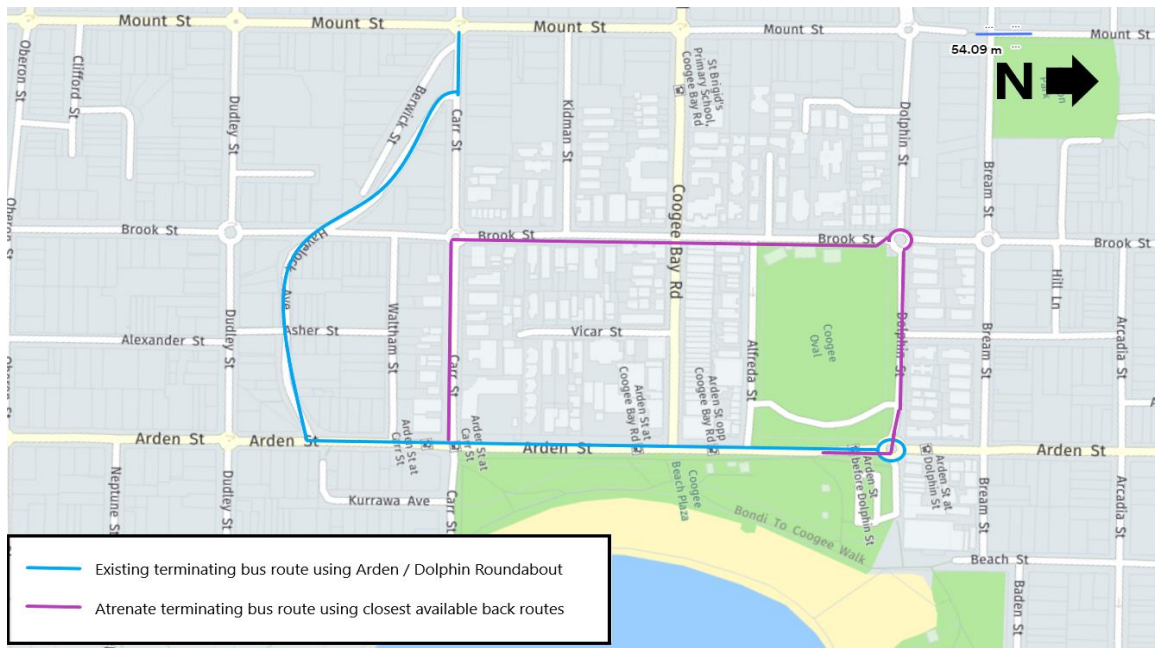


Northbound Arden Street approach to subject roundabout, highlighting the Norfolk Island Pine likely impacted if a signalised Bus U-turn facility was considered.

Traffic Signal Option 2 – Traffic signals with buses redirected via back routes:

An alternate option to have buses 'turn around' in the Coogee basin is to re-route them via a back route, away from the coast. Coogee bound buses emerging from Havelock Street could turn left (north) down along Arden Street, turn left into Carr Street, turn right into Brook Street, turn right into Dolphin Street and then turn right, at the proposed signalised intersection, to return southbound along Arden Street (ready to commence their next trip toward the City). While this option could possibly be acceptable from a traffic perspective (noting that some considerable delays would still result) it would be deemed unacceptable to the Coogee community as it would redirect hundreds of buses daily, away from the coast, to travel along the primarily residential route one block further west.

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Alternate bus turnaround route – if traffic signals are installed at Arden St / Dolphin St intersection

Upgrade roundabout splitter islands to pedestrian refuge dimensions

One pedestrian facility improvement option which should be explored is the upgrading of the existing three roundabout splitter islands to pedestrian refuge dimensions. This would provide more 'storage' space for pedestrians to wait while crossing the road. It would also introduce vertical kerb elements providing an increased physical safety for pedestrians and would likely induce reduced vehicle speed through the roundabout, as the effective passage through the intersection would be narrowed.

In 2020, Randwick Council undertook such an approach regarding the previously existing painted splitter island on the westbound approach to the subject roundabout. The painted splitter island was replaced with a standard sized pedestrian refuge. Also included was an additional kerb nib on the northeastern corner of the intersection, narrowing the effective roadway width and reducing pedestrians' exposure to moving vehicles. See images below:



Previously existing painted splitter island on the westbound Dolphin Street approach to roundabout



Pedestrian refuge which replaced the previous painted splitter island – note additional kerb nib as well

Community feedback, subsequent to the upgrading of the splitter island was quite positive. Verbal appreciation was given to staff during construction and additional positive comments have also been received. Accordingly, and in light of the Council Resolution referenced in this report, it is proposed that Council officers undertake design investigations into the possibility of upgrading each of the three remaining splitters island at the Arden Street/Dolphin Street roundabout. The outcomes from this investigation will be reported back via the Traffic Committee processes.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | |
|--|--|
| Strategy | Integrated Transport |
| Outcome | A city with a transport network where sustainable transport options are the preferred choice for people |
| Objective | Increase the active transport mode share to 35% by 2031, from a 2018-19 baseline of 26% |
| Delivery program commitment | Implement measures to increase safety for people riding bikes or walking in 5 locations each year until 2031, with priority given to identified crash sites. |

Resourcing Strategy implications

There are no financial implications arising from undertaking design investigations into upgrading the splitter islands of the Arden Street/Dolphin Street roundabout, to pedestrian refuges.

Policy and legislative requirements

Roads Act 1993 & Road Transport Act 2013

Conclusion

Given the very safe operation of the existing roundabout, it is not considered that any major modifications need to be undertaken at the Arden Street/Dolphin Street intersection. However, it is considered that Council officers should undertake design investigations into the possibility of

upgrading each of the remaining three splitters island at the Arden Street/Dolphin Street roundabout. The outcomes from this investigation should be reported upon via the Traffic Committee processes.

Responsible officer: Tony Lehmann, Manager Integrated Transport

File Reference: F2019/01152

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Director City Services Report No. CS10/23

**Subject: Cycleways & Bicycle Facilities Advisory Committee -
February 2023**

Executive Summary

- The Council's Cycleways and Bicycle Facilities Advisory Committee meets quarterly to examine issues relating to bike riding and cycling facilities.
- The February 2023 meeting of the Advisory Committee was attended by representatives of BIKEast, members of the community, and Council staff.

Recommendation

That Council receive and note the Minutes of the Cycleways and Bicycle Facilities Advisory Committee Meeting held on 15 February 2023.

Attachment/s:

1.  MINUTES - Cycleways and Bicycle Facilities Advisory Committee February 2023

Purpose

The Advisory Committee considered numerous matters of importance to local bicycle riders and the Minutes from the Committee's meeting, held on 15 February 2023, are attached.

Discussion

Refer to Minutes - Cycleways and Bicycle Advisory Committee Meeting – 15 February 2023, which is attached.

The following dates have been confirmed for future committee meetings:

- Wednesday 17 May 2023 at 7:30am
- Wednesday 16 August 2023 at 6.30pm
- Wednesday 15 November 2023 at 7:30am
- Wednesday 14 February 2024 at 6:30pm
- Wednesday 15 May 2024 at 7:30am.

Strategic alignment

The relationship with our 2022-26 Delivery Program and the Strategic Approaches identified within Council's Integrated Transport Strategy (adopted 27/07/2021) are as follows:

- 1.1 Update the 2015 Bicycle Route Construction Priority List and develop an Active Transport Plan for the LGA by 2023.
- 1.2 Provide an additional 30km of safe cycling routes by 2031, prioritising fully separated bicycle lanes where possible, in locations informed by our Bicycle Route Construction Priority plan and the TfNSW Principal Bicycle Network plan.
- 1.5 Implement measures to increase safety for people riding bikes or walking in 5 locations each year until 2031, with priority given to identified crash sites.
- 1.8 Provide 200 new bicycle parking spaces across our beaches, local centres and key destinations across the LGA by 2027.

Resourcing Strategy implications

Any proposals for expenditure arising from the Advisory Committee's recommendations are either covered by existing funding allocations or would be the subject of separate reports to the Council for funding.

Policy and legislative requirements

The Cycleways and Bicycle Facilities Advisory Committee is set up to advise on bicycle infrastructure related matters. It was established from a Council Resolution on 10 October 2017.

Conclusion

The Cycleways and Bicycle Facilities Advisory Committee is a positive forum for the consideration of matters important to bicycle riders. The Committee's recommendations are supported, and it is considered that they should be endorsed by the Council.

Responsible officer: Jay Lee-Pieterse, Senior Sustainable Transport Officer

File Reference: F2018/00158

Cycleways and Bicycle Facilities Advisory Committee

Minutes

6:30pm Wednesday 15 February 2023 (*remote meeting*)

CS10/23

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Terms of reference

The following information is provided so that you may be aware of the structure and operation of the Cycleways and Bicycle Facilities Advisory Committee.

Randwick Council resolved to establish a Cycleway and Bicycle Facilities Advisory Committee with the following terms of reference:

1. Report to the Council;
2. Enhance consultation between Council and the bike riding community;
3. Advance implementation of the planned and funded cycle ways in the Randwick local government area;
4. Review and provide advice on proposed Council bike related capital works projects;
5. Participate in the yearly draft budget process by recommending appropriate bike related projects;
6. Be consulted by Council on cycle way and bike facility issues involving significant planning proposals and Development applications before Council;
7. Regularly review and propose updating of the Randwick Council bike plan in line with the strategic direction of priority cycleways as detailed within "Sydney's Cycling Future"; and
8. Help advance a Regional Cycle Strategy with neighbouring Councils.

(Council resolution references 172/17 & 87/18)

1. Acknowledgement of Country

The Chair will ask for a volunteer to acknowledge the lands upon which this meeting is being held. Mr Reza Ahmed volunteered and stated the following:

"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples; being the traditional owners who, for thousands of years, occupied and cared for vast areas along the Sydney Coast.

On behalf of the participants of this meeting I acknowledge and pay my respects to the Elders past, present and emerging, and also to those Aboriginal people participating today."

2. Attendance and apologies

In attendance:

| | | | |
|--------------------|----------|---------------------|-----|
| Ms Kate Lewis | TfNSW | Ms Jay Lee-Pieterse | RCC |
| Mr Elliot Jones | BIKEast | Mr Tony Lehmann | RCC |
| Ms Yvonne Poon | BIKEast | Mr Reza Ahmed | RCC |
| Mr Lee Roberts | BIKEast | Mr David Appleby | RCC |
| Ms Kristina Warton | Resident | Mr Lachlan Wood | RCC |
| Mr Paul Chilcott | Resident | Ms Ruby Phillips | RCC |

Apologies:

Councillor Michael Olive
 Councillor Philipa Veitch
 Councillor Kathy Neilson
 Councillor Rafaela Pandolfini
 Jim Hope – BIKEast

3. Declarations of pecuniary or non-pecuniary interests

4. Matters arising from Minutes of previous meetings

5. Items for consideration

5.1. Get NSW Active Program Funding / TfNSW Walking and Cycling Program

The status of Council's application for Get NSW Active Grant Funding Program 2022/23 and 2023/24 are as detailed in the table below.

| Applications made 2023/24 | Award Status | Funding stage requested | TfNSW Contribution |
|--|-----------------------------------|-------------------------|--------------------|
| South Coogee to Kingsford - Stage 1 (Sturt Street) | Submitted / Awaiting notification | Construction | 100% |
| Anzac Parade Paths Project – Mid B - Fitzgerald Ave to Bunnerong Rd | Submitted / Awaiting notification | Design | 100% |
| Maroubra Road Cycleway | Submitted / Awaiting notification | Design | 80% |
| Heffron Park to Maroubra Beach - Separated Cycleway | Submitted / Awaiting notification | Design | 100% |
| Todman Avenue and Lenthall Street Walking and Cycling Improvements | Submitted / Awaiting notification | Design | 100% |
| Randwick City Council Bicycle Parking Installation Program | Submitted / Awaiting notification | Construction | 100% |
| Sturt Street link - Road space reallocation and pedestrian access project | Submitted / Awaiting notification | Design | 100% |
| Previous application made 2022/23 | Award Status | Funding stage requested | TfNSW Contribution |
| Active Transport Strategy | Successful | Strategy | 100% |
| South Coogee to Kingsford walking and cycling streetscape (Bundock Street / Sturt Street) – Detailed design finalisation | Successful | Design | 100% |
| Randwick to Coogee – Detailed design | Successful | Design | 100% |
| Anzac Parade – Mid A – Fitzgerald Avenue to Sturt Street / APPP – Detailed design | Successful | Design | 50% |
| Todman Avenue – Implementation | Unsuccessful | N/A | 0% |
| Fitzgerald Avenue - Hillsdale to Maroubra Beach – Construction | Unsuccessful | N/A | 0% |

As noted above, Council is awaiting notification from Transport for NSW (TfNSW) regarding Council's submissions for the 2023/24 Get NSW Active Program. Tranche 1 for the 2023/24 program will be announced February 2023. Tranche 2 will be announced April 2023.

Recommendation:

That the information be received.

5.2. Kingsford to Centennial Park Cycleway

(Doncaster Avenue, Day Avenue, Houston Road, General Bridges Crescent, Sturt Street permanent cycleway)

Council officers continue to work closely with TfNSW through the construction phase of this project. As previously reported, TfNSW is the project delivery agency, and they awarded the construction contract to Burton Contractors.

A number of major milestones have been delivered including construction of the first section of the separated cycleway on Doncaster Avenue, south of Anzac Parade.

TfNSW officers have agreed to provide the CABFAC with a briefing and update on the current progress of the project.

Some photos of the latest works are shown below:



Kerbs for separated cycleway - Doncaster Avenue, south of Anzac Parade, facing south



Kerbs for separated cycleway - Doncaster Avenue, south of Anzac Parade, facing south



Pavement for separated cycleway - Doncaster Avenue, south of Anzac Parade, facing north



Traffic signal works - Doncaster Avenue at Todman Avenue



Stormwater works - Day Avenue at Doncaster Avenue



Stormwater works - Houston Road at Barker Street

Ms Kate Lewis (TfNSW) informed the Committee of the progress of the project and advised that some delays are being experienced due to essential Ausgrid works.

Doncaster Avenue and Ascot Street Intersection

In mid-2022, the roundabout at Doncaster Avenue and Ascot Street intersection was removed and reconfigured as a priority intersection with priority given to Doncaster Avenue in line with the approved and endorsed K2CP project design (see adjacent image). Since the changes were implemented to the intersection, issues regarding the operations and safety of the new intersection design were raised. This included event days for the Australian Turf Club (ATC) as the eastern leg of the intersection is the access to Royal Randwick Racecourse (the Racecourse).

Based on the issues identified with the priority intersection, the feasibility of a roundabout with separated cycleway was assessed. Following a review of the latest guidelines and standards, the *TfNSW Cycleway Toolbox* informed the design option for bi-directional separated cycleway at a roundabout intersection. This guideline was published in 2022, which is after the designs for K2CP project were finalised.



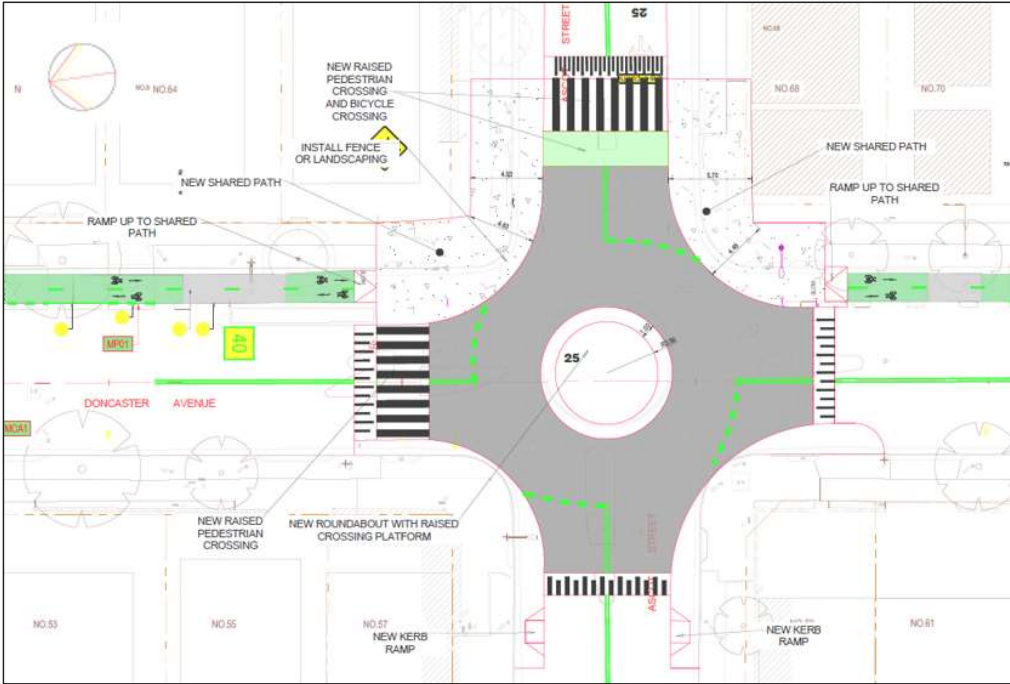
With the guidance of the *Cycleway Toolbox*, two concept designs for the roundabout were considered to assess the safety of both pedestrians and cyclists:

- Option 1: Proposed fully raised roundabout intersection design
- Option 2: Proposed roundabout with raised crossings and speed cushions

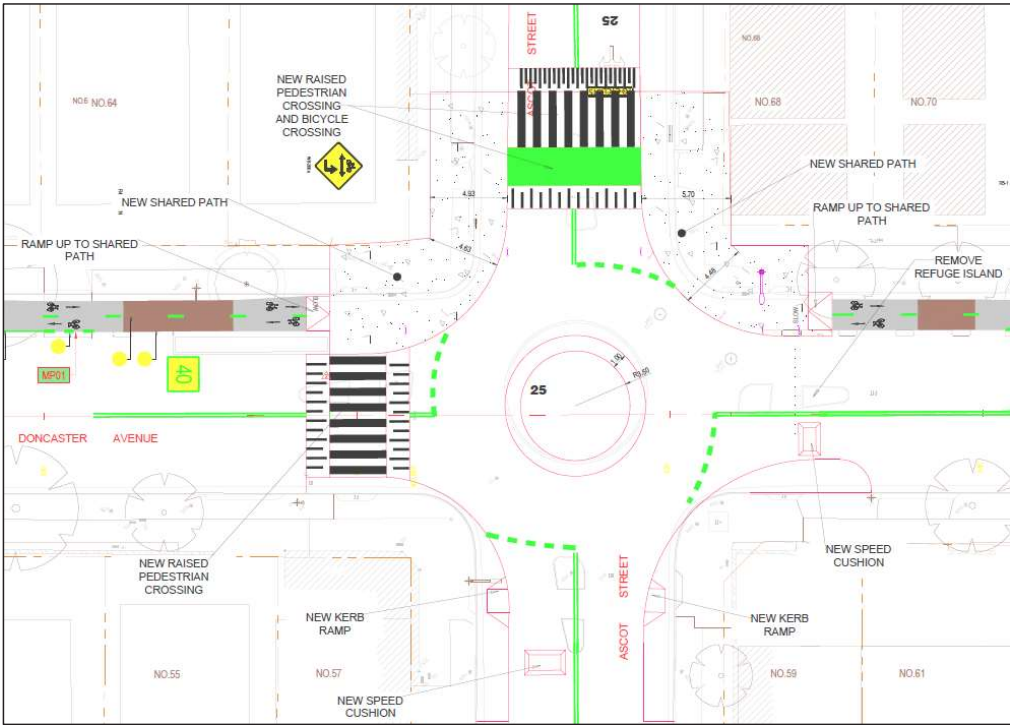
The design plans are shown below, and they will be further discussed at the meeting.

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Option 1: Proposed fully raised roundabout intersection design



Option 2: Proposed roundabout with raised crossings and speed cushions



Council has engaged a consultant to assess the concept designs for the roundabout. This includes drainage, traffic assessment and detailed design. Council is working with TfNSW and ATC to determine the best intersection design that is safe for the pedestrians and cyclists as well as improve the level of service for vehicles generally and on the Racecourse event days.

Recommendation:

That the information be received.

5.3. Anzac Parade (Walking and Cycling) Paths Project (APPP)

Following the success of Council's Get NSW Active Program submission - for 50% funding of the detailed design documentation package of the Anzac Parade Walking and Cycling Paths Project - a primary consultant has been engaged. The surveyors have completed the draft survey plan for Council to review. The Consultant is in full progress of undertaking the Strategic Framework (Stage 1) for Anzac Parade in its entirety (from Phillip Bay to the Kingsford Light Rail Terminus).

Council officers have also recently undertaken a workshop with the internal communication team and the principal consultant to develop a comprehensive community consultation plan for the project. Stage 1 consultation is planned to be undertaken in March 2023, which may include interactive mapping (pin drop exercise) and surveys. The consultation objective is to understand the needs and concerns of the community, and to generate ideas for the project. It will assist in setting the vision and design principles for the project. Following community consultation, the principal consultant will assess all the community responses and feedback.

Council officers will organise a workshop with interested members of CABFAC to provide their initial input and drive design outcomes for the Anzac Parade Paths Project. The workshop is to occur during the consultation period (March 2023).

Ms Kristina Warton enquired about the likely cost for APPP and Mr Ahmed explained that high level costings would not be available as such time as the concept design is developed.

Recommendation:

That the information be received.

5.4. South Coogee to Kingsford Walking and Cycling Streetscape

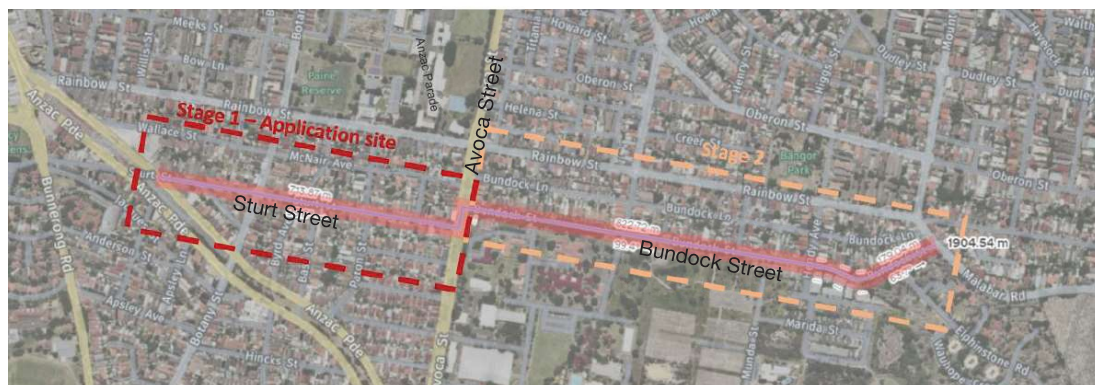
Following the success of Council's Get NSW Active Program submission for 100% funding of the finalisation of the detail documentation package for the South Coogee to Kingsford Walking and Cycling Streetscape project (Bundock Street/ Sturt Street), Council has re-engaged the primary consultant to complete the detail design of the project.

As outlined in section 5.1, Council has recently applied to the 2023/24 Get NSW Active Program seeking funding for construction for Stage 1 of the South Coogee to Kingsford Walking and Cycling Streetscape project (see plan below). The scope includes:

- Construction of fully separated cycleway and pedestrian links along Sturt Street.
- Upgrade signalised intersection – Sturt Street and Avoca Street
- Upgrade signalised intersection – Bundock Street and Avoca Street

Construction of Bundock Street (Stage 2) is excluded from the 2023/24 grant application. Council is in the process of completing the detail design, currently at 80%.

CS10/23



The status of Defence Department developments was sought. Mr Lehmann provided some feedback with regards to the current status of the development. Concerns about the exposure of pedestrians to moving traffic at the Avoca / Sturt / Bundock Streets intersection were raised. Mr Lehmann advised that the decision regarding Stage 1 of this project (including the proposed traffic signals) is likely to be made in April / May of this year. Ms Warton suggested that if the funding is not realised then Council will be strongly urged to implement pedestrian refuges at this location.

Recommendation:

That the information be received.

5.5. Bike Bypass Links of the High Street LR Terminus

As detailed previously for the CABFAC, the Council has been consistent in its response to development applications / documentation for the Randwick Hospitals' Campus by recommending the installation of a shared path on the southern side of High Street between Botany Street and Randwick Junction. Following Council's submission and detailed recommendations on widening the footpath provision of a shared way on High Street, the Department's assessment concluded that the existing footpath is adequate for pedestrians and land dedication and amendments to enable the provision of a wider path or shared way cannot reasonably be required in this case.

However, conditions are recommended to ensure further improvements to connections through the hospital campus are given consideration by the applicant (NSW Health) in conjunction with Council. An Integrated Transport Working Group is to be established between NSW Health and Council to ensure the adequate transport planning for the overall masterplan of the Prince of Wales Hospitals' Campus, and in particular, integration of east-west and north-south bicycle and pedestrian routes.

Subsequently, Council officers have undertaken an initial Integrated Transport Working Group meeting with Health NSW to discuss bicycle and pedestrian options within the site. Council officers have highlighted the importance to establish the North-South and East-West routes as a key outcome for the proposed masterplan of Prince of Wales Hospital Campus with endorsement from NSW Health. Negotiations with NSW Health is ongoing through the established Integrated Transport Working Group. Council will seek a new meeting with NSW Health in the near future.

At a recent Traffic Committee meeting, Councillor Veitch expressed concern about the shared path being installed on the east side of Botany Street, between Magill and High Streets. Council officers are seeking an onsite meeting with Councillor Veitch (and representatives of BIKEast) to examine this matter. A verbal report will be made regarding the outcome of this meeting (if the onsite meeting did eventuate).

Recommendation:

That the information be received.

5.6. Maroubra Road Corridor Study

Following a review of multiple cycling typology options, a preferred cycling facility along Maroubra Road between Bruce Bennetts Place and Garden Street was presented to key stakeholders in late December 2022. Subsequently, feedback from the key stakeholders has been received and they are currently being investigated to be resolved. Once resolved, the corridor study report will be finalised.

The Maroubra Junction Master Plan is earmarked for consultation during the first quarter of this calendar year. The bi-directional cycleway has been included in the Master Plan and hence would be consulted with the Master Plan. It is intended to integrate both the Master Plan and the Corridor Study together to ensure a co-ordinated design is achieved. Thus, further design work will be required to consolidate the public domain design with the concept traffic design.

Recommendation:

That the information be received.

5.7. Todman Avenue Cycleway Project

As noted in section 5.1, Council was unsuccessful in securing funding from the 2022/23 Get NSW Active Grant Funding Program for the construction of short-term cycleway design. As a result, Council has submitted a 2023/24 Get NSW Active Grant Funding Program application for the permanent cycleway design for entire length of Todman Avenue as well as Lenthall Street.

In the interim, the provisional (most cost effective) line marking plan was prepared. It follows the existing alignment of the on-road bicycle lanes but with improved line marking definition to better guide drivers and bike riders. The design was tabled before December 2022 Randwick Traffic Committee meeting where Transport for NSW and bus operators requested to be consulted independently. Council officers have met with both stakeholders and received positive feedback. As such, the design will be updated and it will be taken back to February 2023 Traffic Committee meeting with a likely recommendation that the plan be released for community consultation. Council officers will also generate a cost estimate and construction schedule based on the updated design and scope.

Recommendation:

That the information be received.

5.8. Active Transport Strategy / Bicycle Route Construction Priority

As an outcome of the Randwick City Council Integrated Transport Strategy (adopted 2021), Council has committed to deliver the Active Transport Strategy, by year 2023. As mentioned in Section 5.1, the Council was successful with its grant application for the development of our Active Transport Strategy.

The validation of the Council's bicycle route construction priority list, with associated community consultation, will be incorporated within the 'Active Transport Strategy'. The study will undertake a detailed data assessment including existing cycle networks, pedestrian behaviour studies, gaps, trends and demands to assist in the formulation of the Active Transport Strategy. The strategy will validate existing and / or proposed bicycle routes to develop a clear action plan over the next 15 years.

Council is currently in the final procurement phase to engage a primary consultant for the project. A lead consultant will be engaged by March. Community consultation and stakeholder workshop will occur in April 2023.

BIKEast raised the question of proposed bicycle route maps and Mr Ahmed responded that it is not included in the scope of works for Active Transport Strategy. Active Transport Strategy will review the priority routes and the map update will follow separately.

Recommendation:

That the information be received.

5.9. Alison Road bike path – Landscape maintenance

During the August CABFAC meeting it was noted that the planting adjacent to the shared path along the south side of Alison Road had become overgrown. Vegetation had grown over the path at ground and eye level, narrowing the effective width of the path, thus increasing risk of collision.

This issue has been raised with our maintenance team and the works are on-going with the row of plants closest to the shared path being trimmed or removed. The works started with the plants along the racecourse side of the path being removed first as these are encroaching on to the path more. The plants along the Light Rail side of paths will also be removed during winter this year as they are also growing bigger.

The vegetation along the south side of the shared path (between the path and the Royal Randwick Racecourse fences) have been trimmed and the works will continue along the northern side (between the path and light rail tracks) in the autumn.

Recommendation:

That the information be received.

5.10. Paine Reserve shared paths

The Paine Reserve east-west shared path extension project has been completed. Construction was completed in December 2022 with pavement markings and signage finalised mid-January 2023 prior to schools re-opening. The green pavement marking also has been applied for the existing east-west path. The shared path now extends from southeast corner to southwest corner of Paine Reserve, parallel to Rainbow Street. It provides a better connection for the cyclists as well as pedestrians, especially families for those in surrounding schools.



As for the north-south path, Council officers are still investigating the issue with the two parcels of land near the Scout Hall are Crown Land. Whilst the land matters are being resolved, the concept design is 50% complete. Once the land matters have been resolved and the concept design completed, community consultation will commence. The north-south path will provide the connection to Fennelly Street to the north and through future Jane Street to the Hospitals and the greater bicycle network.

Ms Warton stated that the new path looks great and that she had seen many bike riders utilising the path. She had observed various types of bikes using the path, including cargo bikes: "It's fantastic. I love the way that it is".

Recommendation:

That the information be received.

5.11. Alison Road (between Darley Road and Doncaster Avenue)

Council officers has been investigating the provision of a full shared path along the southern side of Alison Road, from Doncaster Avenue (future cycleway) to the Light Rail yard and Royal Randwick Racecourse (the Racecourse) accesses. The shared path project will include:

- Widening the existing footpath from 2.1m to 2.5m or greater
- A 'bypass path' around the back of the existing bus shelter (as discussed in previous CABFAC meetings)
- Blue shared path line marking between the Racecourse access to Darley Road intersection.

In order to deliver these shared paths along the southern side of Alison Road, some moderate design and construction works may be necessary. Detailed plans and cost estimates are currently being developed for the widening a section of the path.

As per the previous advice to CABFAC, the shared path around the back of the bus shelter will require that the Council enter into a lease arrangement with TfNSW. This is because the land behind the Bus Shelter is not owned by Council. Once finalised, the detailed plans will be forwarded to Transport for NSW, so as to commence the lease processes.

For consultation, Council officers met with representatives of Australian Turf Club and discussed this proposal for a shared path at this location. The ATC representatives raised no objection to the proposal. Council will now put the proposal to the ATC in writing.

Recommendation:

That the information be received.

5.12. Darley Road / York Road – slip lane

Waverley Council is currently investigating the option of removing the slip lane at the Darley Road / York Road intersection; subject to reviewing the impact on traffic flow. Recent discussions have been held with Waverley Council and TfNSW to assess the best methodology to remove the slip lane and to minimise impacts on all road users.

Randwick Council officers have raised concerns that the proposed change to the traffic signals will introduce significant delays and queue lengths; particularly along Darley Road eastbound. We have asked TfNSW and Waverley Council to take these concerns into account with the proposed changes to the signal operations.

A recent request has been received asking that Randwick Council consider the installation of speed cushions within the slip lane at this intersection. This request is not supported as speed cushions within a curved slip lane may be unsafe for motorcycle and bicycle riders.

Mr Chilcott raised a number of questions with regards to this project and these were responded to by Mr Lehmann.

Recommendation:

That the information be received.

5.13. Darley Road / Govett Street – Pedestrian Refuge

Council officers are currently examining this location in conjunction with the adjacent Grand Drive and Parkes Drive intersection. An option being explored is the closure, full time, of the Centennial Park gates at the Govett Street intersection. This will address, to a significant degree the poor bike rider crash record at the Grand Drive and Parkes Drive intersection.

Council continues to liaise with Great Sydney Parklands with regards to this option.

Mr Chilcott raised a number of questions with regard to this location. Mr Lehmann explained that, whilst examining this project and in conjunction with Council's annual Blackspot review, it was realised that a simple and positive outcome could be permanent closure (except for bike riders and pedestrians) of the Centennial Park gates. Mr Lehmann stated that Randwick Council was working closely with Greater Sydney Parklands on road safety improvements near the subject intersection.

Recommendation:

That the information be received.

5.14. Darley Road Maintenance and Upgrade

The shared path along the western side of Darely Road, from Alison Road to Centennial Park entrance was damaged by tree roots and so it has been replaced with new concrete and line painting in mid-January. The upgrade will service the many pedestrians and cyclists entering Centennial Park and provide better connection to the Alison Road shared paths.

Before Photos:



After Photos:



5.15. Snape Street Proposal

Following the listing of the Snape Street proposal within the Randwick Traffic Committee agenda, feedback was received from BIKEast. They submitted that BIKEast supports efforts to slow car traffic and create safe intersections for all users. Irvine and Snape streets are significant bicycle routes and have been identified as part of a priority route for safe bicycle infrastructure. However, they state, many cyclists are uncomfortable riding through roundabout intersections, and typical roundabouts pose safety and convenience risks for bicyclists and pedestrians.

BIKEast has requested input and liaison regarding the design process.

During discussion of this item, Ms Poon raised concerns of the current linemarking layout and the risks for bike riders. She also indicated that roundabouts may be problematic for bike riders as well. Mr Lehmann assured the Committee that BIKEast would be invited to review any design plans prepared.

Recommendation:

That BIKEast have input and liaison regarding the design process for the new roundabouts proposed along Snape Street, Maroubra.

5.16. Bicycle Parking Installation

As part of the Integrated Transport Strategy, Randwick Council has agreed to “provide 200 new bicycle parking spaces across our beaches, local centres and key destinations across the LGA by 2027”. To achieve this goal Randwick Council will be aiming to install 50 new bicycle parking spaces per year, which is approximately 40 bicycle racks. Randwick Council are currently working on a map for internal use that will improve planning of new locations for additional bicycle parking.

Requests for new bicycle rack locations are welcomed and will be considered.

Ms Poon (BIKEast) enquired as to best method alert Council to request for bike racks. Ms Lee-Pieterse responded stating that simple email from BIKEast members would suffice.

Recommendation:

That the information be received.

5.17. CABFAC Maintenance Requests

Council officers are well advanced in exploring a more efficient way for CABFAC members to submit and track cycling-related maintenance requests or queries. Council officers will provide an update of this proposal at the CABFAC meeting.

Council officers informed the advisory committee that this project remains a work in progress and an update will be provided at a future meeting.

Recommendation:

That the information be received.

5.18. Proposed committee dates 2023/24

The next meeting has been confirmed to be Wednesday 17 May 2023 at 7:30am.

The following dates are proposed for committee meetings in the next 12 months:

- Wednesday 16 August 2023 at 6:30pm
- Wednesday 15 November 2023 at 7:30am
- Wednesday 14 February 2024 at 6:30pm
- Wednesday 15 May 2024 at 7:30am.

Based on currently scheduled 2023 Council meetings and briefings, it has been confirmed that there should be no conflict with the proposed 2023 CABFAC meeting dates. 2024 CABFAC meeting dates will be confirmed against 2024 Council meeting schedule has been established.

Recommendation:

That the information be received and that CABFAC determine the proposed timing of future meetings.

6. Urgent matters or matters for future investigation

Meeting Concluded at 7:42pm.

CS10/23

Director City Services Report No. CS11/23

Subject: Heffron Centre - Lease & Licence Finalisation

Executive Summary

- The Heffron Centre Project is due for overall completion by mid-2023 with the Community High Performance Centre being planned for occupation on 31 March 2023.
- Council will be required to enter into lease and licence for the premise(s) with the prospective tenants, Souths Sydney Football Club and Belgravia Leisure.
- In the design phase of the Heffron Centre Project, an outdoor training zone has been developed for use by the Community and the South Sydney Football Club.
- The outdoor training area falls within the “sportsground” categorisation of land in the Heffron Park Plan of Management. The issuing of a licence to the club for the newly identified “outdoor training area” is consistent with the ministerial consent, objectives and principles outlined in the Heffron Park Plan of Management 2021.
- It is recommended that the outdoor training zone is included in the lease to the South Sydney Football Club by way of a licence on similar licence conditions to the Showcase Sports field.

Recommendation

That Council endorse the inclusion of an additional licence for the “outdoor training area” adjacent to the High Performance Centre in the South Sydney Football Club Lease.

Attachment/s:

Nil

CS11/23

Purpose

The Heffron Centre Project is due for overall completion by mid-2023 with the Community High Performance Centre being planned for occupation on 31 March 2023. As such, Council will be required to enter into lease and licence for the premise(s) with the prospective tenants, Souths Sydney Football Club and Belgraveia Leisure.

In the development of the design phase of the Heffron Centre Project, an outdoor training area has been developed for use by the Community and the South Sydney Football Club. This report outlines the proposed addition to the lease by way of a licence to the “outdoor training area” for the club on similar licence conditions to the Showcase Sports field.

Discussion

To allow Council to understand the proposal this report outlines the development of the project design in the;

- Capital Expenditure Review Drawings
- Agreement for Lease and Licence Drawings
- Approved Council Concept Design and DA Drawings
- Heffron Park Plan of Management 2021

Further information is also provided in relation to Council’s ability to grant lease and licences in Heffron Park under the new Heffron Park Plan of Management 2021 as endorsed by the Minister.

1. Capital Expenditure Review Drawings

Following Council endorsement, On 14 February 2018, Council submitted the detailed Capital Expenditure Review (CER) and Public Private Partnership Review to the Office of Local Government for initial assessment. Subsequently the OLG provided the following response:

“...After reviewing the information provided by Council, it has been determined that the process outlined aligns to the criteria required in the guidelines and thereby Council has satisfactorily addressed the OLG’s capital expenditure criteria”.

The CER was developed on a preliminary feasibility concept model based of the ‘heads of agreement’ following negotiations in 2016, regarding the commercial terms of the project. It was at this stage the preliminary concepts were developed relocating the project from Robey Street (shown in Figure 1) to Bunnerong Road.



Figure 1 - 2015 Artist Impression Robey Street Option

2. Agreement for Lease and Licence Drawings

In 2019, the Agreement Lease (building) and Licence (field) was brought back to Council for consideration with the conceptual site plans as shown in Figures 2 and 3.

In light of the feasibility drawings appended to the Draft Agreement for Lease and Licence (shown in Figures 2 and 3), Council at its ordinary meeting on 26 February 2019 resolved:
“(Said/Hamilton) that Council delegate authority to the General Manager to execute the Agreement for Lease and Licence on behalf of Council for the Heffron Park Community and High-Performance Centre.”

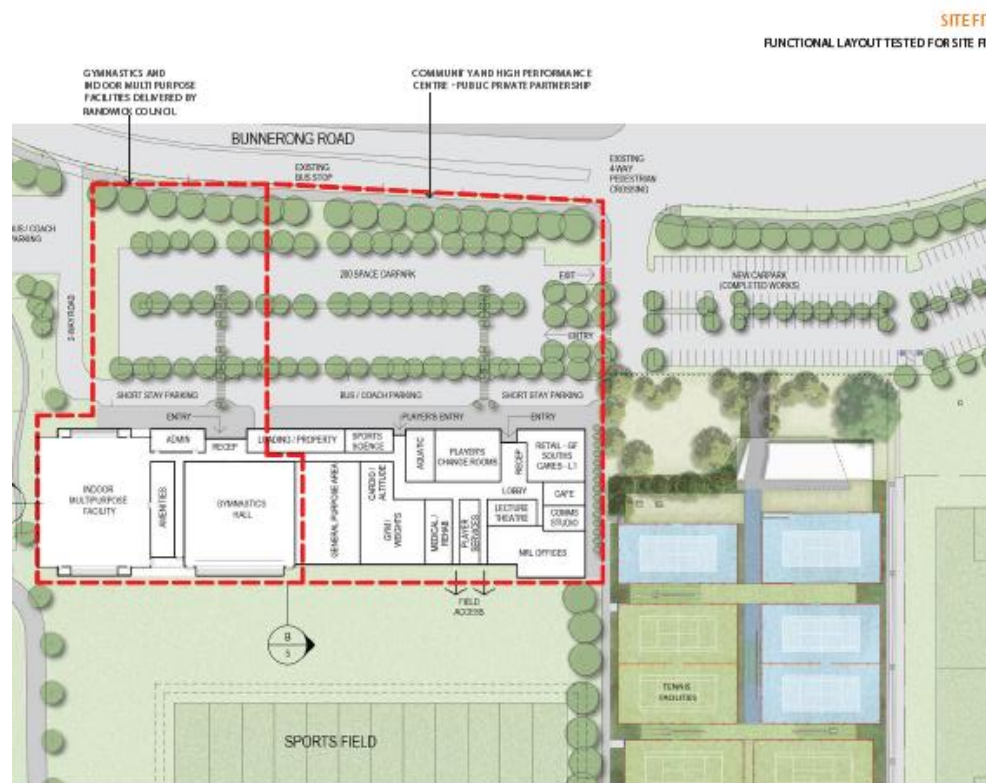


Figure 2 - 2017 Feasibility Analysis - Functional Layout for Site Fit (AFL)



Figure 3 - 2017 Artist Impression

3. Approved Council Concept Design and DA Drawings

Following the execution of the AFL, the Heffron Centre Project Control Group (PCG) was formed. The PCG was tasked with the engagement of the lead design consultant (architect) to develop the design for the new project.

Following engagement of the architect, a thorough Community Consultation exercise was conducted. Key themes raised by the Community through consultation which were considered by the Team in the concept design, included:

- That the design should reflect the local area, history and culture.
- The Centre should be multi-purpose to ensure it can be utilised by the community for a range of social and recreational uses, along with being accessible and family friendly.
- Include a café and areas for children to play and congregate should be integrated.
- Being sensitive to the neighbors and surrounding uses within wider Heffron Park, with the Centre not being too large or imposing.
- Endeavoring to incorporate sustainability, native landscaping and vegetation into the design where possible.

In consideration of the community's feedback the final concept drawings (see figures 4,5 and 6) were developed to proceed to the development application stage. As such on 25 August 2020, at its ordinary meeting Council resolved:

“(Andrews/Da Rocha) that Council:

- a) notes the information contained within and appended to this report; and*
- b) provides its endorsement of the Design to allow the Project Team to progress with lodgement of a Development Application (DA).”*



Figure 4 - Council Approved Heffron Centre Concept 2020



Figure 5 - Council endorsed Heffron Centre Concept - Artist Impression 2020

It should be noted that in March 2021, Council received the approved development application and conditions on consent for Heffron Centre Project.

4. Heffron Park Plan of Management

In August 2021, Council received ministerial consent for the new Heffron Park Plan of Management (PoM) under Clause 70B of the Crown Land Management Regulation 2018.

As per section 5.4 *Express authorisation of leases and licences and other estates* (page 28 of PoM):

“Under Section 46(1)(b) of the LG Act, leases, licences, and other estates formalise the use of community land. A lease, licence or other estate may be granted to organisations and persons, community groups, sports clubs and associations, non-government organisations, charities, community welfare services, non-profit organisations and government authorities.

The lease or licence must be for uses consistent with the Reserve purpose, the assigned categorisation and zoning of the land, be in the best interests of the community as a whole, and enable, wherever possible, shared use of community land.

Any lease or licence proposal will be individually assessed and considered, including the community benefit, compatibility with this PoM and the capacity of the community land itself and the local area to support the activity.”

Additionally, 5.4.1 notes that the PoM expressly authorises the issues of leases, licences and other estates over the land provided that:

- *the purpose is consistent with the purpose for which it was dedicated or reserved or purposes which have been added to the reserve;*
- *the purpose is consistent with the core objectives for the category of the land;*
- *the lease, licence or other estate is for a permitted purpose listed in the LG Act or the LG Regulation;*
- *the issue of the lease, licence or other estate and the provisions of the lease, licence or other estate can be validated by the provisions of the Commonwealth Native Title Act 1993;*
- *where the land is subject to a claim under the NSW Aboriginal Land Rights Act 1983 the issue of any lease, licence or other estate will not prevent the land from being transferred in the event the claim is granted; and*

- *the lease, licence or other estate is granted and notified in accordance with the provisions of the NSW Local Government Act 1993 or the LG Regulation.*



Figure 6 - Heffron Park PoM - Endorsed Land Categorization

Section 6.2.5 *Permissible uses / future uses* (page 34 of PoM) identified current and future permitted uses on the land whether planned or committed for “sportsground” as per Section 36(3A) of the Local Government Act 1993:

- *Active and passive recreational and sporting activities compatible with the nature of the particular land and any relevant facilities*
- *Organised and unstructured recreation activities*
- *Community events and gatherings*
- *Commercial uses associated with sports facilities*
- *Providing multi-purpose indoor sports for the general community.*

5. Outdoor Training Area Licence

The Agreement for Lease and Licence (AFL) as endorsed by Council in 2019, considered both the building tenancy (lease) and field occupation (licence). As per the AFL Section 11.2 *Execution of the Lease* (Page 30)

“Once the commencing date has been finally determined, Council must submit the tenant three copies of the lease suitable for registration at NSW Land Registry services and completed in accordance with clause 11.4 the tenant must within 28 days after receiving the documents execute and return the documents to council or counsel's solicitors as applicable”

As per the AFL Section 11.4 *Completion of the Lease* (Page 30)

“Council or Council Solicitors must complete the lease by insertion of:

- a) Prescribed Land Registry Services lease form;*
- b) the commencing date and the terminating date on the front page of the lease form 07LR and in items 1 and 3 of Schedule 1;*
- c) the initial rent in item 5 of schedule 1, being an amount calculated by multiplying the rental rate by the lettable area of the premises shown on the survey prepared in accordance with clause 6.7a);*
- d) the lettable area of premises in schedule 2;*
- e) lettable area and denotation of the different components of the premises in special condition 1;*
- f) a premises plan in registrable form prepared in accordance with clause 6.7b) and*
- g) such other details as may be necessary to complete the lease and allow the lease to be registered.”*

As the commencing date for the Community High Performance Centre (CHPC) has been defined as 31 March 2023, in accordance with the conditions of the AFL above Council has engaged the services of Corrs Westgarth Chambers (CWC) to act as our solicitors to prepare and finalise the lease.

In the finalisation of the lease for the CHPC, the site area between the building and the field (“outdoor training area”), has been identified as an area for shared use between the community and the club. (See the area outlined in Figure 7)

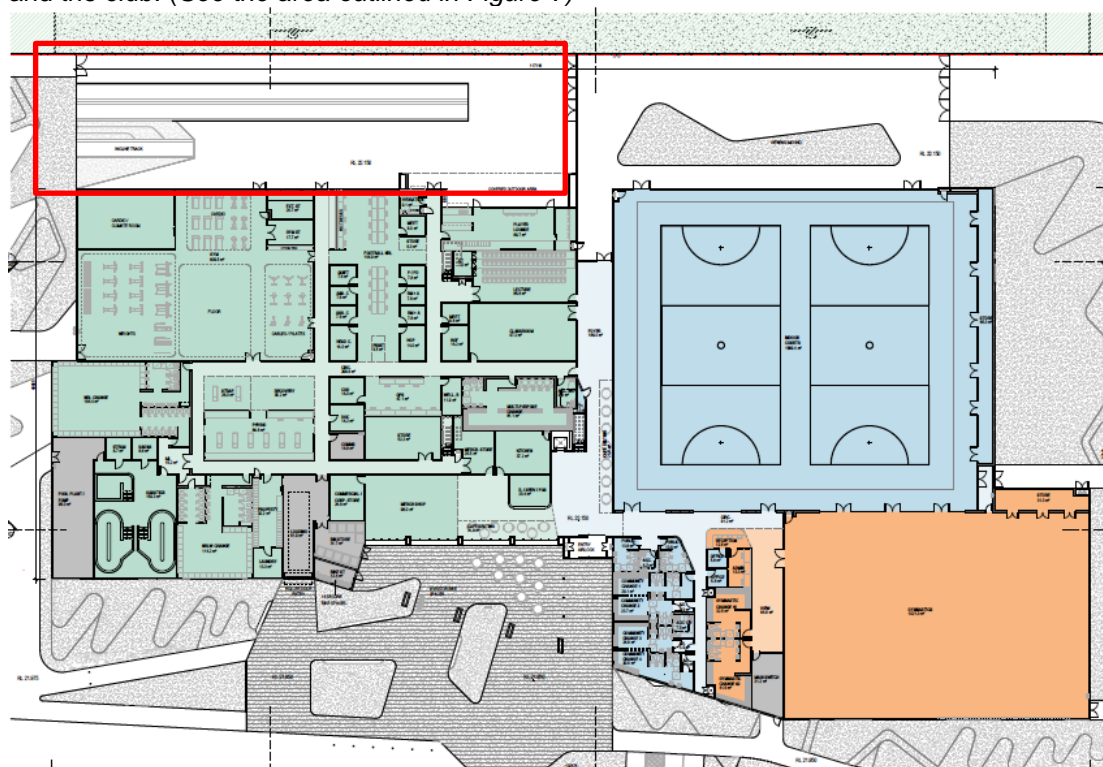


Figure 7 - Council endorsed Heffron Centre Floor Plan Concept 2020

This area was identified in the design development stage in being consistent with the community consultation principle:

“The Centre should be multi-purpose to ensure it can be utilised by the community for a range of social and recreational uses, along with being accessible and family friendly.”

The outdoor training area comprises of an;

- Single lane rubberized sprint track;
- Synthetic surface for multipurpose training; and
- Kicking nets for practice.

As can be seen in figure 6 above, the outdoor training area falls with the “sportsground categorisation of land. Hence, the issue of a licence to the club for the newly identified “outdoor training area” is consistent with the ministerial consent, objectives and principles outlined in the Heffron Park Plan of Management 2021.

Following discussions with Council’s solicitor, in the finalisation of the lease, it has been suggested to Council that this area be “licensed” to the Club and appended to the proposed lease on the similar conditions as endorsed by Council for the licence of the field.

On the 28 March 2017, Council resolved the terms sheet for the development of the agreement for lease and licence. The agreed terms in the AFL stipulate hours of use for both the club and the community for the field usage. However, rather than specifying hours similar to the field it is considered that the South Sydney Football Club has exclusive use of this facility during core business hours:

- Monday to Friday – 9am to 5pm
- Saturday – 8am to 12pm.

At all other times the community would have access to this facility free of charge. These timings would remain consistent with community usage of Heffron Park in its entirety, before and after school and work.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering services and regulatory functions: | |
|---|---|
| Service area | Infrastructure Services |
| Function | Asset construction |
| Delivery program commitment | Construct new public assets and infrastructure. |
| Service area | Customer Service & Governance Management |
| Function | Property and Land Management |
| Delivery program commitment | Administer the use of Council's property and land assets. |

Resourcing Strategy implications

There would be rental income associated with the use of the outdoor training area by Souths under the licence. The commercial terms for the use of this area will be based on Council’s Fees & Charges for ‘Playing Field’ hire which is \$87 (inclusive of GST) per hour. It is expected that the club would utilise this area approximately 44 hours per week for 46 weeks of the year.

Policy and legislative requirements

- Local Government Act 1993
- Crown Land Management Act 2016
- Crown Land Management Regulation 2018
- Heffron Park Plan of Management 2021

Conclusion

In the development of the design phase of the Heffron Centre Project, an outdoor training zone has been identified and developed for use by the Community the South Sydney Football Club. It is recommended that the proposed addition to the lease is provided to the South Sydney Football Club

by way of a licence to the “outdoor training area” similar to the licence for the Showcase Sports field.

Responsible officer: Todd Clarke, Director City Services

File Reference: F2019/10812

CS11/23

Director Community & Culture Report No. CC1/23

Subject: Community Investment Program February 2023

Executive Summary

- The Community Investment Program's February funding round was held for the Community Connect and Community Creative streams. Applications closed on 19 February 2023.
- Thirty-two (32) Community Connect applications were received. Three were identified as containing an artistic or performance component and were moved to the Creative stream for assessment; leaving 29 Community Connect applications for assessment.
- In addition, one Rapid Response application was received and assessed against the Community Connect guidelines.
- The 29 Community Connect plus one Rapid Response applications requested a total funding amount of **\$173,626** (\$35,637.80 in-kind; \$137,988.20 cash). The amount allocated from the budget to this round of Community Connect is **\$33,397.79**.
- Twelve (12) Community Connect applications are recommended for funding, totaling \$34,412.20 (\$12,753 in-kind; \$21,659.20 cash). In addition, the Panel recommends funding of one (1) Rapid Response application in the amount of \$577, bringing the Connect total to **\$34,989.20**.
- Fourteen (14) Community Creative applications were received. Three (3) Community Connect applications were transferred to the Creative stream for assessment, as outlined above, bringing the total to seventeen (17).
- The 17 Creative applications requested a total funding amount of **\$124,979** (\$12,065 in-kind; \$112,914 cash). The amount allocated from the budget to this round of Community Creative is **\$56,142.50**.
- Nine (9) Community Creative applications are being recommended for funding, totaling **\$55,929.00**. The entire amount recommended is for cash funding, with no in-kind component.
- For the 2022-23 financial year there are currently 43 Mayor's Contingency Fund allocations totaling **\$155,008.68** from a budget allocation of **\$90,000**.

Recommendation

That Council:

- a) approve the Community Connect funds allocation of **\$34,989.20** (\$13,330 in-kind, inclusive of one Rapid Response; and \$21,659.20 in cash;) to the recommended projects.
- b) approve the Community Creative funds allocation of **\$55,929** (cash contributions only) to the recommended projects.
- c) note the status of the Mayor's Contingency Fund allocations for 2022-23 as of February 2023.

Attachment/s:

Nil

CC1/23

Purpose

The Community Investment Program's February funding round was held for the Community Creative and Community Connect streams. This was the third and final round of the 2022-23 financial year. Applications closed on 19 February 2023.

Background

At the Ordinary Council Meeting held on 23 June 2020, Council agreed to adopt the 'Community Investment Program' which is a strategic framework for community funding and donations. The Community Investment Program has five streams of funding, including: Community Creative, Community Connect, Community Partnerships, Community Contingency (Mayor's fund) and Community Contributions (Donations/sponsorship).

Community Connect

The Community Connect stream has the following objectives:

- To invest in and support projects, events or activities that harness community ideas and encourage local connection, participation, and social inclusion.
- To empower our communities to identify and respond to local areas of social need.
- To provide subsidised use of Randwick City Council's community venues (parks, beaches and reserves, halls and meeting rooms) in order to support community participation, social gatherings and to promote a sense of belonging.

Application assessment

An expert assessment panel, including the Mayor and Council staff with knowledge and skills in community development, reviewed all applications. Each application was assessed against six core criteria drawn from the Community Connect Guidelines:

1. Ability to deliver
2. Benefit to the community
3. Participation and collaboration
4. Social inclusion/diversity
5. Evaluation and reporting
6. Budget

Funding

Total funding for the 202/23 financial year for this stream is \$120,000, allocated across three rounds of funding. This equates to an approximate breakdown of \$40,000 per round, inclusive of cash and in-kind contributions.

A summary of the recommended funding allocation for the February round is provided below. Twenty-nine (29) applications, plus one (1) Rapid Response, were considered in this round, requesting funds totaling **\$173,626** (\$35,637.80 in-kind; \$137,988.20 cash).

Thirteen (13) applications (including one Rapid Response) are being recommended for funding, totaling **\$34,989.20** (\$13,330 in-kind; \$21,659.20 in cash).

The recommended projects will enhance community connection and capacity and provide opportunity to respond to community needs through social inclusion, participation, and engagement.

An analysis of the recommended and non-recommended funding requests is provided under separate cover.

| COMMUNITY CONNECT | | RECOMMENDED FUNDING | |
|--|------------|---------------------|--|
| Applicant and Project Description | In-kind | Cash | Assessment Panel comments |
| 1.Coogee Surf Life Saving Club: Coogee Dippers – Autism Swim Program The Coogee Dippers Autism Program has been specifically designed to bring autistic children to the beach and have them experience water and beach skills. | \$0.00 | \$659.20 | A good program supporting social inclusion and community connection between children with autism, their families and the surf life-saving community. |
| 2.Coogee Surf Life Saving Club: Run Swim Coogee - Street Banners To provide access to street poles on Arden Street for the Run Swim Coogee Street Banners to be installed. | \$3,412.00 | \$0.00 | A significant community event with wide reach and high levels of participation. Open to the whole community, inclusive of volunteer opportunities. |
| 3.Five Star Seniors Association: Five Star Alma Seniors A community group providing opportunity for seniors to get together and enjoy singing, karaoke and line dance. | \$1,892.50 | \$0.00 | An established local group that offers social connection, activity and community engagement for seniors. |
| 4.Irish Family Events Sydney: Easter Kids' Disco A low-cost, inclusive Easter disco for children aged 2-10 years old and their families. | \$2,950.00 | \$0.00 | An activity well aligned with Connect stream objectives. A new group focused on increasing connection between families within the large Irish community of Randwick LGA. |
| 5.Kooloorra Community Centre: Volunteer Week 2023 An annual Multicultural Volunteer Lunch and award presentation to celebrate volunteers' contribution to the community. | \$0.00 | \$1,500.00 | An annual event focused on recognising and bringing together volunteers, residents and staff based in a disadvantaged community. |
| 6.La Perouse United Junior Rugby League Football Club: NAIDOC Family Fun Day 2023 A day of celebration for NAIDOC Week. The event will include games of rugby league with a | \$0.00 | \$3,500.00 | A well-established, high quality NAIDOC event that provides an opportunity to bring the community together in celebration of First Nations culture. |

| COMMUNITY CONNECT | RECOMMENDED FUNDING | | |
|---|---------------------|------------|--|
| free BBQ, face painting, jumping castles and provision for an Elders tent. | | | |
| 7.Old Friends Singers' Group: Social Activity and Entertainment for Seniors Regular group sessions for retirees and the elderly with a focus on making friends, helping each other, fun activities and exercises to improve health and fitness, such as singing and line dancing. | \$1,980.00 | \$0.00 | A small but established group consisting mainly of seniors from culturally and linguistically diverse backgrounds. The regular activities are focused on increasing opportunity for social connection and friendship. |
| 8.Heart & Soul Story: Bringing Community Back Together This project will assist the development of a long-term relationship between South Sydney High School and Australian Unity aged care by helping them set up an intergenerational story-sharing program. | \$0.00 | \$3,000.00 | A new project based at South Sydney High School, supported by the Wellbeing Team. The panel saw value in the inclusion of an intergenerational component; providing an opportunity for young people to connect with senior members of their community. |
| 9.South-Eastern Community Connect (SECC): Supported Playgroup Playgroup is attended by 20-40 families every week to socialise and engage in a mixture of free play, active play, story time, music and movement and a shared morning tea. | \$1,641.00 | \$0.00 | The Playgroup sessions are well attended and provide opportunity for a diverse range of young families to connect with each other, combat isolation in the early childhood years and access a pathway to services. |
| 10.Souths Cares: NAIDOC Festival 2023 The event celebrates Aboriginal histories, cultures and achievements in line with the 2023 NAIDOC theme 'For Our Elders'. The Festival provides all activities, entertainment and food free of charge for guests. | \$0.00 | \$8,000.00 | The Souths NAIDOC event has been evaluated as an excellent, highly inclusive community initiative in previous years and clearly meets the objectives of Community Connect. |
| 11.Sydney U3A Inc.: U3A Discussion Groups The groups consist of retired people who join U3A to engage in ongoing learning and community interaction. Each | \$877.50 | \$0.00 | Discussion groups appeal to a wide range of interests, providing an opportunity for people of retirement age to engage with the content whilst forming new social connections in their local area. |

| COMMUNITY CONNECT | RECOMMENDED FUNDING | | |
|---|---------------------|-------------|--|
| group of 10-15 seniors will discuss films or current affairs. | | | |
| 12.The Soul Centre – Chabad Randwick: Passover For Project Passover (Pesach), The Soul Centre will be hosting Passover Seders and events, so that everyone can celebrate and be connected to their culture. | \$0.00 | \$5,000.00 | The events proposed will provide opportunity for members of the Jewish community within Randwick to connect, celebrate and share tradition and culture. |
| RAPID RESPONSE 13.Walsh's Pharmacy: Easter Bonnet Parade 2023 A not-for-profit event which began in 1986. The Parade is free, fun and open to all. | \$577.00 | \$0.00 | This annual Easter event provides an opportunity for social connection, access and inclusion for residents of South Maroubra and the wider Randwick community, particularly low-income families with young children. |
| TOTAL | \$13,330.00 | \$21,659.20 | |
| RECOMMENDED TOTAL CONNECT FUNDING | \$34,989.20 | | |

CC1/23

Community Creative

The Community Creative stream has the following objectives:

- To support the development and delivery of creative, artistic, and cultural projects that enrich our communities.
- To invest in experimental, innovative ideas which encourage, drive change and increase local opportunities for our arts and cultural community.
- To provide free or subsidised use of Council venues in order to support community participation, social gatherings and to promote a sense of belonging.

Application assessment

An expert panel, including the Mayor and Council staff with skills in community development, arts and cultural projects reviewed all applications.

Each application was assessed against six core criteria drawn from the Community Creative Guidelines:

1. Ability to deliver
2. Support to local creatives
3. Benefit to the community
4. Social inclusion
5. Evaluation and reporting
6. Budget

Funding

Total funding for the 2022/23 financial year for this stream is \$170,000 allocated across three rounds of funding. This equates to an approximate breakdown of \$57,000 per round, inclusive of cash and in-kind contributions.

A summary of recommended funding allocation for the February round is provided below. Seventeen (17) applications were assessed, requesting a total amount of \$124,979 (\$12,065 in-kind; \$112,914 cash).

Nine (9) applications are recommended for funding, totaling **\$55,929.00** (cash contribution only).

The recommended projects will enhance the cultural landscape and provide increased opportunities for our community to engage on a deeper level with creative ideas and innovations.

A detailed analysis on the recommended and non-recommended funding requests is provided under separate cover.

| COMMUNITY CREATIVE | | RECOMMENDED FUNDING | |
|--|---------|---------------------|---|
| Applicant and Project Description | In-kind | Cash | Assessment Panel comments |
| 1.Black Dog Institute: Youth Week Travelling Circus This interactive performance piece builds resilience and creative capacity in young people as they work with artists to create a new character for the touring circus, focused on educating the community around suicide prevention. | \$0.00 | \$5,500.00 | The panel agreed this project is an excellent initiative to support young people to engage with the performing arts sector in the name of an important cause (suicide prevention and mental health). Strong fit for the Creative stream. |
| 2.Greek Orthodox Community of NSW: A Hodja Called Nasreddin An inclusive cultural and musical performance that unifies various ethnic groups via storytelling of common folklore across ethnicities. Celebration, awareness and acceptance of our diverse society built upon generations of migrant history via music, culture and language. | \$0.00 | \$3,000.00 | NB: This event has already occurred and hence falls outside of the Community Creative guidelines, s2.1 (retrospective funding). The event enabled members of the Greek community and other cultural groups to connect in a celebration of traditional creative activity. |
| 3.Jarrah House: NAIDOC Celebration A celebration of history, culture and achievement for clients, supporters, service providers, volunteers and the Jarrah House Board. Activities include dance performance, storytelling, shell art and dot | \$0.00 | \$6,000.00 | An excellent opportunity for a marginalised community group to engage with creative activity as a means of connecting to culture. The inclusion of a broad range of stakeholders, performers and First Nations Elders, in addition to non-Aboriginal Jarrah House clients, will provide further |

| COMMUNITY CREATIVE | RECOMMENDED FUNDING | | |
|--|---------------------|------------|---|
| painting, jewellery making and clay sculpting. | | | opportunities for interpersonal connection. |
| <p>4.Maling Productions: Bidjigal Culture & Arts Workshops</p> <p>The Workshops will again bring together local Aboriginal Elders and community members from La Perouse and surrounds to engage with and create shellwork pieces, possum skin shawls, medium-sized canoes, basket-weaving and more, with a view to exhibiting the work in future.</p> | \$0.00 | \$8,000.00 | The Panel has been made aware of positive feedback from the community about this project, which focuses on traditional Aboriginal art and craft, led by local Elders. A good fit for the Creative stream in increasing access to artistic and cultural activities for the La Perouse community. |
| <p>5.Sydney Multicultural Community Services: Art for Wellbeing</p> <p>The Workshops aim to create a safe and friendly space for migrant and refugee women, facing various social-emotional needs, living in the Randwick local area.</p> | \$0.00 | \$7,360.00 | The project increases opportunity for women from culturally and linguistically diverse backgrounds to engage with the visual arts in a supported environment. It is well aligned with the Creative stream objectives. |
| <p>6.Milk Crate Theatre: ACTION - Youth Performance Workshops</p> <p>An 8-week drama program for children from the WEAVE Kool Kids after-school program. Led by professional artists, participants will develop and showcase original stories to their community, family and friends.</p> | \$0.00 | \$4,462.00 | This project will provide opportunity for children and young people from disadvantaged backgrounds to experience immersion in dramatic and performance art, guided by professional practitioners. Strong fit for the Creative stream. |
| <p>7.Randwick and Coogee Ladies Swimming Association: 'HerStory Project' – Centenary of McIver's Ladies' Baths</p> <p>A professionally staged exhibition at Bowen Library to chronicle the history of women and local Randwick families in the care of McIver's Ladies' Baths for over 100 years. Photographs, stories and memorabilia will be displayed during family History Month.</p> | \$0.00 | \$9,607.00 | This is an important project focusing on the history of women in Randwick. A high-quality, professionally curated exhibition is expected. The project has a strong local focus, with inclusion of artistic practitioners and opportunities for members of the public to share in the creative process. Aligns with Creative objectives. |

| COMMUNITY CREATIVE | RECOMMENDED FUNDING | | |
|---|---------------------|-------------|--|
| 8. Randwick Boys High School P&C Association: Acknowledgement of Country Wall Art This art piece will transform a brick wall at the school's entry and showcase young Aboriginal voices, enhancing a sense of belonging, pride and celebration of this ancient culture. | \$0.00 | \$2,000.00 | The project will be led by First Nations students and inclusive of the whole school community. A good opportunity to combine celebration of culture with creative skill development for young people, to be shared with school staff, families and visitors. A strong artistic/creative focus. |
| 9. Wylie's Baths Trust: Choirle's@Wylie's Baths A series of four evenings including performances by community, school and mass 'pub choirs' at Wylie's Baths. The events will be publicly ticketed and include participative singing sessions. | \$0.00 | \$10,000.00 | This project is a unique initiative fostering creative expression through performance. Its inclusion of professional practitioners, local choir groups and the broader community at a popular outdoor location will ensure wide reach. |
| TOTAL | \$0.00 | \$55,929.00 | |
| RECOMMENDED TOTAL CREATIVE FUNDING | \$55,929.00 | | |

Mayor's Community Contingency Fund

For the 2022-23 financial year there have been 43 Contingency Fund allocations, totaling **\$155,008.68**. All allocations are listed in the table below [as at February 2023].

| 2022-23 Contingency Fund allocations | | |
|--------------------------------------|---|-------------|
| Annual contributions (ongoing) | | |
| Ord Council – 8 Dec 2020 | Annual contribution of \$1,000 for the Mayor's Award for Randwick Boys' High School. The award will continue under the approved 5-year agreement (2020-21 to 2024-25) | \$1,000 |
| Ord Council - 27 July 2021 | <u>Annual contribution</u> (3 years from 2021-22 to 2023-24) – Renewal of Community Partnership Agreement with Westpac Helicopter Rescue Service | \$20,000.00 |
| Ord Council – 23 November 2021 | Annual contribution (5 years from 2021-22 to 2025-26) of \$5,000 for Sydney Sick Kids Appeal – Sydney Children's Hospital Foundation Annual contribution (5 years from 2021-22 to 2025-26) of \$2,000 for the Lights for Kids Campaign - Sydney Children's Hospital Foundation | \$7,000 |
| Ord Council – 22 Feb 2022 | Annual contribution of \$1,000 for the Mayor's Award for Randwick Girls' School. The award will continue for a further 5 years (2022-23 to 2026-27). | \$1,000 |
| One-off allocations | | |

2022-23 Contingency Fund allocations

| | | |
|---------------------------------|---|------------|
| Ord Council – 28 June 2022 | Running for Premature Babies Kids Fun Run on 21 August 2022 at Grant Reserve, Coogee fee waiver (one-off allocation) | \$663 |
| Ord Council – 26 July 2022 | Donation to Black Dog Institute in remembrance of John Xenos | \$500 |
| | Assist with support, including the hosting of a civic reception, for the Randwick Petersham Cricket Club (RPCC) in hosting Cricket Ireland for “Cricket Week” at Coogee Oval between 30 September 2022 and 9 October 2022 | \$13,800 |
| Ord Council – 23 August 2022 | Donation of plants to the value of \$500 from Council's nursery to the Coogee Public School P&C Association for the annual Father's Day stall | \$500 |
| | Waive fees associated with the Festival Indonesia Sydney 2022 event to be held at Arthur Byrne Reserve | \$3,830 |
| Ord Council – 27 September 2022 | Waive fees associated with the Maroubra Saints Presentation Day held at Prince Henry Centre | \$2,750 |
| | Donation of \$500 to the Randwick City Football Club in support of the Purple Hearts Program | \$500 |
| | Donation of plants to the value of \$500 from Council's nursery to the Coast Centre for Seniors' plant stall to be held in October | \$500 |
| | Waive fees associated with the fundraising event for Bobby Gallegan to be held at Prince Henry Centre on 1 October | \$2,643.50 |
| | Donation of \$250 to Barnardos in recognition of HM Elizabeth II's charitable work to acknowledge her passing. | \$250 |
| | Coogee Dolphins event – Bali Bombings 20 th anniversary | \$5000 |
| Ord Council – 18 October 2022 | Waive fees associated with Maroubra Diggers Junior Swimming Club Carnival to be held at DRLC on 12 November | \$1,175 |
| | Donation of plants to the value of \$500 from Council's nursery to Maroubra Neighbourhood Children's Centre for the spring Working Bee to be held in October | \$500 |
| | Donation of \$750 to the 2022 Royal Giving Day in support of the Royal Hospital for Women. | \$750 |
| | Donation of \$1,445 to the Randwick Art Society towards the production of 100 copies of 'The First Ten Years of Randwick Art Society Inc'. | \$1,445 |
| Ord Council – 22 November 2022 | Plants for Coogee Community gardens | \$500 |
| | Road closures and traffic control for St George Coptic Orthodox Church | \$700 |
| | 87 th Annual National Carnival at DRLC on 18 March | \$1175 |
| | Coogee Surf Life Saving Club Coogee island Challenge | \$4017 |
| | Coogee Surf Life Saving Club Run Swim | \$4017 |
| | South Maroubra Surf club ocean swim | \$683 |
| | Equipment for St Andrews Catholic Church Annual Pere Receveur Mass | \$6526.92 |

2022-23 Contingency Fund allocations

| | | |
|--------------------------------|--|---------------------|
| | Plants for P&F Association of our lady of the Rosary Catholic Primary School | \$500 |
| | Host a Survival Day Concert at La Perouse | \$14000 |
| | WIRES in memory of Dr Fred Orr | \$500 |
| | St Nicholas Anglican Church – Carols | \$2552 |
| | 70's and 80's Dinner dance at PHC – Cancer Council fundraiser | \$500 |
| Ord Council – 13 December 2022 | Plants for Coast Chapel Nurses War Memorial Garden | \$400 |
| | Surfing NSW Maroubra Pro surfing March 2023 | \$8325 |
| | Surfing NSW Regional titles at Maroubra Beach March 2023 | \$885 |
| | Australia v Argentina Live Screening at Maroubra Beach | \$10496 |
| Ord Council – 28 February 2023 | Asia Pacific Swimming Championships at DRLC | \$2500 |
| | Plants for St Johns Anglican Church | \$500 |
| | Coogee United Football Club charity event | \$1160 |
| | Table of 10 Windgap Gala Ball | \$2400 |
| | Malabar Boat owners and sea rescue club 70 th anniversary plaque | \$750 |
| | Plants for Sydney Children's Hospital | \$500 |
| | Sponsorship – Surfing NSW Pro | \$7500 |
| | Soroptimist Randwick and Eastern Suburbs – Fundraising art exhibition | \$750 |
| | Public Liability insurance for stall at Yarra Bay Family Fun Day | \$146.72 |
| | Greek Epiphany Festival | \$17,588.49 |
| | Greek Festival of Sydney at PHC | \$1680 |
| | TOTAL | \$155,008.68 |
| | BUDGET | \$90,000 |
| | REMAINING | -\$64,193 |

Funding allocations

| Community Connect | | | | | |
|-------------------|-----------|--------------------------|---|------------------------------|-----------------|
| | Annually | July 22 round allocation | October 22 round allocation | February 23 round allocation | Remaining funds |
| Cash | \$70,000 | \$18,500 | \$30,429.17 | \$21,659.20 | -588.37 |
| In-kind | \$50,000 | \$22,032 | \$10,199 | \$13,330.00 | \$4,439 |
| TOTAL | \$120,000 | \$40,532 | \$40,628.17 (including \$1,373 Rapid Response) | \$34,989.20 | \$3,850.63 |

| Community Connect | | | | | |
|--|--|----------------------------------|--|----------------------------------|--------------|
| | | (including \$500 Rapid Response) | | (Including \$577 Rapid Response) | |
| Rapid Response applications approved outside of funding rounds | | | | \$5,442.04 | -\$1,591.41 |
| TOTAL EXPENDITURE 2022/23 | | | | | \$121,591.41 |
| Budget remaining | | | | | -\$1,591.41 |

| | Community Creative | | | | |
|---------------------------|--------------------|----------------------------|-------------------------------|--------------------------------|-----------------|
| | Annually | July 2022 round allocation | October 2022 round allocation | February 2023 round allocation | Remaining funds |
| Cash | \$100,000 | \$56,318 | \$45,940 | \$55,929.00 | -\$58,187 |
| In-kind | \$70,000 | \$4,242 | \$7,357.50 | \$0.00 | \$58,400.50 |
| TOTAL | \$170,000 | \$60,560 | \$53,297.50 | \$55,929.00 | \$213.50 |
| TOTAL EXPENDITURE 2022/23 | | | | | \$169,786.50 |
| Budget remaining | | | | | \$213.50 |

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | |
|--|--|
| Strategy | Inclusive Randwick |
| Outcome | A resilient city where people are engaged, informed, connected and feel a sense of community and belonging |
| Objective | The percentage of residents who feel a part of their community will remain above the metro benchmark through to 2031 |
| Delivery program commitment | Increase the promotion of annual grant funding which invests in community ideas, initiatives and events. |

Resourcing Strategy implications

Council has allocated \$170,000.00 (including up to \$70,000 for in-kind use of Council facilities) in the 2022-23 Budget for the Community Creative Investment Stream.

Council has allocated \$120,000.00 (including up to \$70,000 for in-kind use of Council facilities) in the 2022-23 Budget for the Community Connect Investment Stream.

The total allocated budget for the Community Creative and Community Connect Investment Streams is \$290,000.

Council has allocated \$90,000.00 in the 2022-23 Budget for the Mayor's Community Contingency.

Funding allocations have progressed in accordance with the adopted budget for Community Creative and Connect. The overspend in the Mayor's contingency fund will be considered as a budget variation in the quarterly review.

Policy and legislative requirements

Local Government Act 1993 – Section 377
Community Investment Program – Guidelines

Conclusion

The Community Investment Program, through its multiple streams, enables our community to see their ideas and innovations come to life while providing our residents with access to inclusive programs, events, and services.

The program provides opportunities for individuals and groups to be creative and connected in a new way and will enable Council to celebrate the impact and success of community innovation for our city.

Responsible officer: Rachel Low, Senior Officer - Social Planning & Community Capacity

File Reference: F2020/00336

Director Community & Culture Report No. CC2/23

Subject: NOX Night Sculpture Walk 2023 - funding allocation carry over


Executive Summary

- Every two years in May Council's Economic Development and Placemaking team work in partnership with the University of NSW to produce the NOX Night Sculpture Walk at the Randwick Environment Park.
- The biennial event was last held in May 2021 and was scheduled to be held again in May 2023.
- Unfortunately, due to insufficient numbers of students signing up to the UNSW Art & Design course, NOX cannot be delivered in 2023 as planned.
- This report puts forward alternative options for the funding allocation for NOX, and consideration for how NOX can return in 2025.

Recommendation

That Council endorse the distribution of current 2022-23 funding of \$190,000 for NOX 2023 to be carried over into the 2023-24 budget and be allocated towards future Public Art projects once the Cultural Vision and Public Art Plan are developed.

Attachment/s:

1.  Notices of Motion - Public Art & Art Exhibition

Purpose

To notify Councillors that NOX Night Sculpture Walk will not proceed in 2023 due to circumstances outside of Council's control and to put forward a recommendation for the carryover of funds associated with NOX for other public art / art exhibition initiatives.

Discussion

NOX Night Sculpture Walk has been held for a number of years and is a partnership with UNSW. Spanning across three nights, the event features artwork from the UNSW Art & Design students installed around the park and wetland to form a 1.5km loop walk, starting and ending at the Randwick Community Centre where food trucks and entertainment is programmed from 5-9pm. The biennial event was last held in May 2021 and was scheduled to be held in May 2023.

Unfortunately, in mid-February Council received notification from UNSW that the Art and Design course associated with the NOX event had not been able to fill a class of students and will not proceed this year. As such, without the student artworks, the NOX event cannot proceed the way it was planned in 2023.

NOX is a popular community event, with over 10,000 visitors attending the 2021 event.

It is proposed that following Council's Event Service Level Review that Council Officers will investigate alternative options for the partnership with so as the event can return in a new format in 2025. This may involve utilising local artists found through the Randwick Artist Listing (local artist database), and / or other professional artists and require budget and resourcing to be reviewed. Other logistical issues such as the future use of car parking at the Randwick Community Centre will also need to be addressed.

The NOX budget for 22/23 is \$190,000. It is proposed that this budget allocation be carried over to the 23-24 budget to be used on other public art initiatives to be determined once the Cultural Vision and Public Art Plan are developed.

There are currently a number of Notice of Motion's relating to Public Art (more details on the attachment):

- Proposed Public Art installation at La Perouse to recognise Aboriginal Heritage and our shared history – La Perouse
- Proposed Public Art Activation Trial - Malabar
- Art in Public Spaces - Perfect Match Program
- Re-use of the former Coogee Pleasure Pier pylons from Coogee Beach as public art
- Partnership with Sydney Biennale for 24th edition in 2024
- Randwick Art Collection
- Proposing an annual art exhibition during the Sydney Mardi Gras Festival

As part of its Arts & Culture Strategy Council is working on creating a whole of Randwick LGA cultural vision. This Vision will inform the update to the Public Art Plan.

Once the two documents are finalised, by June 2023, updates to the Notices of Motion can be provided with associated funding, so it is recommended that the \$190,000.00 for NOX be carried over and a report will recommend a relevant project/s to be funded.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

Delivering the Outcomes of the Community Strategic Plan:

| | |
|-----------------------------|---|
| Strategy | Arts and Culture |
| Outcome | A city where everyone can develop, express and enjoy creativity throughout their life |
| Objective | Increase attendance at Council's arts and cultural programmes, events and venues by 10% by 2031, from a 2018-19 baseline |
| Delivery program commitment | Research and analyse existing and potential future events by 2022. |
| Outcome | A creative and culturally rich city that is innovative, inclusive and recognised nationally |
| Objective | Establish a strong cultural identity for the Randwick LGA by 2031 that is inclusive and founded on the contribution of First Nations people by 2031 |
| Delivery program commitment | Create a whole of Randwick LGA cultural vision with a focus on our places, people and stories and our unique narrative by 2022. |
| Delivery program commitment | Update and implement the Public Art Plan by 2022. |

CC2/23

Resourcing Strategy implications

\$190,000.00 has been allocated for NOX in the 2022-23 budget and it is recommended that this amount is carried over to 2023-24 to be put towards other projects aligned to the Arts & Culture Strategy.

A report will come back with how this \$190,000.00 would be allocated.

The staffing resources allocated for NOX will be utilized on blitz day events for Citizenship Ceremonies with a backlog of residents awaiting citizenship.

Conclusion

NOX is a community favourite event, is well attended, a great partnership with UNSW and highlights the beautiful Randwick Environment Park and supports emerging local artists. The concept of NOX needs to be re-imagined in partnership with UNSW and giving consideration to a number of options of how we can engage artists in this event as well as required funding. Council Officers will undertake this work for the event to be delivered in 2025. With a number of Public Art and Art Exhibition proposals to come back to Council for a report, it makes sense for the funding for NOX 2023 to be carried over to deliver on one or more of the other projects linked to the Arts & Culture Strategy.

Responsible officer: Roxanne Fea, Acting Manager Economic Development & Placemaking

File Reference: F2023/00429

COUNCIL NOTICE of MOTION – relating to Public Art or Art Exhibitions
Ordinary Council 28/07/2020

Proposed Public Art installation at La Perouse to recognise Aboriginal Heritage and our shared history

RESOLUTION: (Mayor, Cr D Said) that Council:

- a) acknowledge the significance of Aboriginal heritage at La Perouse and our shared history by investigating options to bring a report back to Council for a Public Art installation at La Perouse in recognition of the significance of local Aboriginal cultural heritage; and
- b) liaise with the La Perouse Land Council, the local Aboriginal community and Bidjigal elders regarding the proposal.

MOTION: (Mayor, Cr D Said) CARRIED - SEE RESOLUTION.

Proposed Public Art Activation Trial
Ordinary Council 23/02/2021

RESOLUTION: (Mayor, Cr D Said) that Council bring back a report on the feasibility of a public art activation program for murals at identified locations, using Malabar as the pilot in a trial. The report should include proposed locations within Malabar and details regarding the application process and criteria for local artists to participate.

MOTION: (Mayor, Cr D Said) CARRIED - SEE RESOLUTION.

Art in Public Spaces
Ordinary Council 28/06/2022

RESOLUTION: (Mayor, Cr D Parker) that Council:

- a) notes the Public Art Plan is being updated and implemented this year in line with Council's Arts and Culture Strategy; and
- b) considers the Inner West Council's Perfect Match Street Art program model in the development of the Public Art Plan.

MOTION: (Mayor, Cr D Parker) CARRIED - SEE RESOLUTION.

Notice of Motion from Cr McCafferty - Re-use of the former Coogee Pleasure Pier pylons from Coogee Beach as public art
Ordinary Council 26/07/2022

RESOLUTION: (McCafferty/Hay) that:

- (a) Council provide a report including a proposed process and budget associated with the request to create a public artwork from the historical Coogee pier pillars, such report to include:
 - community consultation;
 - arts and culture portfolio consultation;
 - arts council and culture committee consultation;
 - an appropriate professional panel to be involved in the assessment of the revived EOI's; and
- (b) when the pylons are used as sculptures, appropriate historical plaques be installed on each pylon.

MOTION: (McCafferty/Hay) CARRIED - SEE RESOLUTION.

**Notice of Motion from Cr Pandolfini - Partnership with Sydney Biennale for 24th edition in 2024
Ordinary Council 27/09/2022**

RESOLUTION: (Rosenfeld/Burst) that Council:

- a) reach out to the Sydney Biennale to explore a partnership for the upcoming Biennale in 2024 while they are in the planning stage;
- b) engage with the Sydney Biennale with the First Nations community, artists and cultural history at the fore; and
- c) consider a range of sites as possible locations including but not limited to The Stables, Newmarket, The Randwick Literary Centre, The Randwick Town Hall and Blenheim House.

MOTION: (Rosenfeld/Burst) CARRIED - SEE RESOLUTION.

**Notice of Motion from Cr Pandolfini - Randwick Art Collection
Ordinary Council 22/11/2022**

RESOLUTION: (Pandolfini/Veitch) that Council brings back a report on the establishment of a formal Randwick Council Art Collection and an audit on current works in the collection. Including but not limited to:

- 1. outline the artworks Council currently owns. Including an audit of where works are currently stored, a condition report for the works and their value;
- 2. list suggested locations across Council where the art collection could hang and a policy for loaning the works to various offices and spaces across Council;
- 3. make suggestions on how the art collection could grow; and
- 4. include guidelines for local artists who want to donate works to the Council.

MOTION: (Pandolfini/Veitch) CARRIED - SEE RESOLUTION.

**Notice of Motion from Cr Pandolfini - Proposing an annual art exhibition during the Sydney Mardi Gras Festival
Ordinary Council 28/02/2023**

RESOLUTION: (Pandolfini/Veitch) that:

- a) Council facilitate an annual art exhibition during Sydney's annual Mardi Gras festival (around February or March) each year starting in 2024 responding to the Mardi Gras festival theme;
- b) the exhibition could be held in an appropriate Randwick City Council venue like the Randwick Town Hall or other cultural venues in the works, and be on for the duration of the official Sydney Mardi Gras festival;
- c) members of the LGBTQIA+ community, especially First Nations members, in Randwick should be consulted and included in the exhibition planning, mounting of work and any adjoining events; and
- d) the Arts & Cultural Steering Committee should be consulted on the exhibition planning.

MOTION: (Pandolfini/Veitch) CARRIED - SEE RESOLUTION.

Director Community & Culture Report No. CC3/23

Subject: McKeon Street Plaza - 6 month trial period in review


Executive Summary

- The McKeon Street Plaza was a temporary project to activate a local town centre by closing a section of road for the purposes of outdoor seating, dining and entertainment. The temporary project was funded by a grant from the NSW State Government through the Streets as Shared Spaces Fund (Round 2), to the value of \$500,000.00. The project was intended for 6 months.
- McKeon Street Plaza opened on 8 October 2022 and was scheduled to close on 31 March 2023.
- There has been an ongoing, onsite survey since October that demonstrates 90% community support for the Plaza to be made permanent. A consultation with businesses has indicated that 80% support the plaza to be permanent and a current consultation via YourSay currently shows community support at 79% for the plaza to be permanent.
- The YourSay community consultation will close on 6 April.
- There are a number of options for Council to consider in relation to the future of McKeon Street Plaza. To help inform Council's decision consultation is being undertaken with the local community and businesses in March and April. Whilst this consultation and analysis takes place it is recommended that the Plaza be extended until the end of April with a report to come back to Council in April with options on the future of the plaza.
- To extend the McKeon Street Plaza for one month will cost \$26,000.00 which will cover the hire of the infrastructure, maintenance, lighting and weekend programming.

Recommendation

That Council extend the McKeon Street Plaza temporary trial until 30 April 2023 at a cost of \$26,000, with a report to come to the April Council meeting with options on the future of the Plaza and outcomes of the business and community consultations.

Attachment/s:

1.  Key findings - McKeon Street consultations (ongoing)

Purpose

To seek Council's approval to extend the temporary McKeon Street Plaza for one month from March until the end of April to finalise consultation from the local businesses and community and bring a report back to the April meeting with options on the next steps for the plaza.

Discussion

The McKeon Street Plaza trial project opened on 8 October 2022 and the 6 month trial will conclude on 31 March 2023. The project was funded by a \$500,000.00 grant through the Streets as Shared Spaces Fund from the NSW Government.

This report recommends a one-month extension until 30 April to complete the business and community consultation that is happening in March and April to provide Council with data and feedback on the trial. A further report will come to the April Council meeting with options on how to proceed.

To date the summary of feedback/consultation includes:

- A QR code Street Survey was available onsite since October to gather feedback from visitors to the plaza (242 responses). To date 90.5% of respondents believed the plaza should be a permanent space. 7.02% responded "No" and 2.48% responded "I am not sure".
- An In-person Face-to-Face Business Impact survey was conducted with Businesses to evaluate the project's success (10 interviews). To date 80% of participating businesses believe the plaza should be a permanent space, 20% are unsure.
- A Neighbourhood Sentiment Survey is currently underway via Your Say Randwick, including a letterbox drop to 10,000 residents in walking distance from the Plaza (currently 157 responses). This survey closes 6 April 2023. To date 79% of respondents believe the plaza should be a permanent space, 15% are not supportive and 6% are unsure.

The feedback from the surveys will help Council understand the impact of the trial McKeon St Plaza and provide guidance for any future activation.

There are some additional key findings in the attachment to this report.

Other issues:

| Issue | Response |
|--------------------------------|--|
| Deliveries | No significant issues relating to deliveries to McKeon Street businesses have been raised. There are some deliveries to the laneway that runs off Fenton that have issues with access with cars parked there. Internal teams investigating. |
| Waste | Specific bins on McKeon are overflowing on weekends in part from higher visitor numbers but also as Businesses choose to use the public bins. Rubbish removal on weekends to increase and communication . |
| Traffic flow | Businesses surveyed actually reported that the flow of traffic had improved since the changes were implemented, as businesses and residents now know to avoid Marine Parade. |
| Loading zone | Loading zones on Marine Parade are being used as short-term parking by people unfamiliar with the area. Additional signage may be required. |
| Timed parking in Fenton Avenue | Changes to parking allocation on Fenton Ave was raised as an issue. Residents and businesses wanted all-day parking permits but visitors had |

| Issue | Response |
|----------------------------|--|
| | shorter timeframes. Lack of communication about the changes and perceived increase in ranger presence were concerns. Issue mainly on weekends. Economic Development team contacting internal teams to discuss this issue. |
| Feedback for consideration | Highlight the need for better seating, shade, materials, signage, and support for night-time activities. |

CC3/23

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering the Outcomes of the Community Strategic Plan: | |
|--|---|
| Strategy | Economic Development |
| Outcome | A city with diverse, active places for businesses, including vibrant town and neighbourhood centres |
| Objective | Ensure 86% or more of our community are satisfied* with the vitality of town centres by 2032 |
| Delivery program commitment | Identify and prepare 3 business cases for prioritised public space improvement or activation projects to leverage State and Federal Government funding opportunities as they arise by 2023. |
| Delivery program commitment | Implement place management plans that reflect the unique character of town centres to guide planning, marketing and activation initiatives that nurture small business by 2030. |
| Outcome | A city that empowers businesses to start, grow and thrive through a collaborative business culture |
| Objective | Increase by 20% the number of businesses that are members of a local network, chamber or association by 2032 |
| Delivery program commitment | Research and pilot initiatives with local networks and businesses which empower local businesses to promote their goods or services and support other local businesses by 2025. |

Resourcing Strategy implications

The cost to extend the Plaza in its current form with the closure, seating, planter boxes, lighting, archway, maintenance and weekend programming and Sunday fresh markets, for one month from 31 March 2023 until 30 April 2023 is \$26,000.00. This can be funded through the existing Economic Development & Placemaking budget 2022-23.

Policy and legislative requirements

N/A

Conclusion

The 6-month trial of the temporary closure of a section of McKeon Street and its transformation to a pedestrian plaza will come to an end on 31 March 2023. There is an opportunity for Council to consider how the space is used in the future. Consultation is taking place with the community and businesses to give Council some feedback on options for consideration. The 28-day consultation

will end on 6 April so to provide the time for the analysis of this information it is recommended that the plaza is extended by one month whilst a report for the April Council meeting is prepared.

Responsible officer: Richard Old, Economic Development Specialist

File Reference: F2021/00587

CC3/23

McKeon Street Plaza - 6 month trial period in review

Key findings from current/ongoing consultations on temporary McKeon Street Plaza

Onsite Street QR Code Survey

- 76% would like to see regular weekend programs such as live music if the plaza was permanent.
- 76% of respondents rated the McKeon Street Plaza as either "Excellent" or "Very Good".
- The majority of respondents, 56%, lived within 10 minutes of the plaza.

Business Impact Survey

- 100% of participating businesses believe that the current market and entertainment activities are attracting more people to the area.
- 90% of participating businesses believe that the closure of McKeon Street has improved the overall atmosphere of the area, 10% reported no change.
- 50% of participating businesses believe that the closure of McKeon Street has improved the overall safety of the area, 50% reported no change.
- 70% of participating businesses are satisfied with the McKeon Street activation project, 20% are neutral, and 10% are unsure.
- 60% of businesses say the activation has significantly or slightly improved sales, 30% say there is no change to sales and 10% say there has been a decrease in sales.
- 90% of businesses believe that the closure of McKeon Street has lead to an increase in foot traffic, with 10% not believing there has been increased foot traffic.
- 50% of businesses responded to say there has been a significant or slight negative impact on their business; 50% of businesses responded to say there has been no negative impact. *NB these issues include loading zone areas and signage which will have/ will be addressed.*

Neighborhood Sentiment Survey (currently open & ongoing)

- 88% of respondents agree that the plaza has a good atmosphere
- 97% of respondents agree that the plaza is a safe space
- 88% of respondents agree that the plaza has a positive impact on local businesses
- 80% of respondents attended the plaza to eat out or catch up with friends
- 79% of respondents would attend the plaza for specific activations like yoga
- 78% of respondents believe that the plaza has improved the appearance of the area.

Key themes from long answer response across all surveys

Seating and Shade:

- This theme is mentioned multiple times, with suggestions to increase seating and shade, including trees, parasols, and shelter structures, for public use and nearby businesses.

Aesthetic Appearance and Design:

- This theme is also mentioned multiple times, with suggestions to improve appearance and design, including adding more greenery, plants, flowers, interactive artworks, and higher quality materials, and making it more visually appealing by removing unappealing elements such as black archway, fake grass, and metal barriers.

Safety and Pedestrian Access:

- This theme is also mentioned multiple times, with suggestions to improve pedestrian access, better road crossings, rules and signage for safety, better protection from traffic, and better accessibility for cyclists.

Director Corporate Services Report No. CO15/23

Subject: Investment Report - February 2023

Executive Summary

- This report outlines Council's investment portfolio and performance as at 28 February 2023.
- All investments have been made in accordance with the Act, Regulations and Council's Investment Policy.
- For the month of January, the total portfolio (T/Ds, FRNs and Bonds) provided a return of +0.27% (actual) or +3.64% p.a. (annualised), marginally outperforming the benchmark AusBond Bank Bill Index return of +0.24% (actual) or +3.18% p.a. (annualised).
- Our current margins in comparison to benchmark may decline given our long-term tenure in term deposits. Our overall investment return remains solid due to interest rate increases, with actuals exceeding budget by \$495,180 as at 28 February 2023.
- Cashflow will continue to be monitored closely, as the RBA expects to take further steps in the process of normalising monetary conditions over the coming months. Investments will continue to be managed to ensure liquidity to meet operational requirements.

Recommendation

That the Investment Report for February 2023 be received and noted.

Attachment/s:

1.  Certificate by Responsible Accounting Officer - February 2023

CO15/23

Purpose

The Local Government (General) Regulation requires a written report to be provided to the Ordinary meeting of the Council giving details of all monies invested and a certificate as to whether, or not, the investments have been made in accordance with the Act, the regulations, and the Council's Investment Policy.

Discussion

As at 28 February 2023, Council held investments with a market value of \$161.15 million. The portfolio value increased during February by \$7.26 million. The increase is representative of a positive cash flow for the month reflecting the net effect of revenue receipts, rates, grants, and miscellaneous payments, offset by capital works expenditure and other operational payments.

The size of the investment portfolio varies significantly from month to month because of cash flows for the period. Cash outflows (expenditure) are typically relatively stable from one month to another. Cash inflows (income) are cyclical and are largely dependent on the rates instalment due dates and the timing of grant payments including receipt of the Financial Assistance Grants.

Cashflow continues to be closely monitored, ensuring that there is enough cash in the business to operate on a day-to-day basis, to:

- Ensure that Council maintains a balanced operating result,
- Ensure that payments are received on time to control debtors; and
- Manage and finance capital projects.

At the RBA's last meeting on 07 March 2023, the RBA:

- Decided to increase the cash rate target by 25 basis points to 3.60 per cent.

The cash rate has increased materially since May 2022. The RBA is seeking to *"return inflation to the 2–3 per cent range while keeping the economy on an even keel, but the path to achieving a soft landing remains a narrow one."*

According to the latest data from the Australian Bureau of Statistics (ABS), the CPI rose 1.9 percent in the December 2022 quarter and 7.8 percent annually. Inflation is expected to decline this year to around 4.75 percent over 2023 and around 3 percent by mid-2025.

The growth in the Australian economy has slowed with GDP increasing by 0.5 percent in the December quarter and 2.7 percent over the year. The labour market remains very tight, with the unemployment rate has been steady at around 3.5 percent over recent months, which is the 50-year low. As economic growth slows, the unemployment rate is expected to increase to 3 percent by the end of this year and 4.5 percent by mid-2025. A further wage growth pick-up is expected due to the tight labour market and higher inflation.

The RBA expects that further increases in interest rates will be needed over the months ahead to ensure that inflation returns to target and that this period of high inflation is only temporary. The Board will be *"paying close attention to developments in the global economy, trends in household spending and the outlook for inflation and the labour market"*.

On Call Funds

On call funds are held to meet Council's immediate cash flow requirements. The on-call funds' balance has now gradually been reduced as the economic outlook from the pandemic has improved but will continue to be monitored and reviewed in line with anticipated operational requirements.

The on-call balance at month end is \$7.58 million or 4.71% of the total portfolio.

| Investment | Rating | Balance - 1 February 2023 | Movement | Balance – 28 February 2023 | Interest Rate |
|----------------|--------|---------------------------|------------|----------------------------|---------------|
| CBA | AA- | \$7,852,914 | -\$269,823 | \$7,583,823 | 3.45% |
| Macquarie Bank | A+ | \$2,339 | \$6 | \$2,345 | 3.35% |

Term Deposits

- At month's end, the portfolio included \$127 million in term deposits.
- Term Deposits made up 78.81% of the total investment portfolio.
- Two term deposits totaling \$3.5 million matured in February 2023.
- Six new term deposits for \$11 million were placed.
- As at the end of February 2023, the term deposit portfolio was yielding 3.55% p.a. (up 17bp from the previous month).

| | Rating | Balance 01 February 2023 | Movement | Balance 28 February 2023 | Date Invested | Date Maturity | Interest Rate |
|---------|--------|--------------------------|--------------|--------------------------|---------------|---------------|---------------|
| ICBC | A | \$1,500,000 | 0 | \$1,500,000 | 11/02/2021 | 29/03/2023 | 0.62% |
| ICBC | A | \$2,000,000 | 0 | \$2,000,000 | 11/02/2021 | 28/06/2023 | 0.65% |
| ICBC | A | \$2,000,000 | 0 | \$2,000,000 | 09/09/2021 | 18/09/2024 | 0.94% |
| ICBC | A | \$1,500,000 | 0 | \$1,500,000 | 27/09/2021 | 27/09/2023 | 0.60% |
| ICBC | AA- | \$1,000,000 | 0 | \$1,000,000 | 10/11/2021 | 3/12/2025 | 1.70% |
| CBA | AA- | \$1,000,000 | 0 | \$1,000,000 | 10/11/2021 | 9/12/2026 | 1.88% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 11/11/2021 | 13/12/2023 | 1.22% |
| CBA | AA- | \$2,000,000 | -\$2,000,000 | 0 | 12/11/2021 | 01/02/2023 | 0.76% |
| CBA | AA- | \$1,500,000 | 0 | \$1,500,000 | 12/11/2021 | 15/03/2023 | 0.84% |
| ICBC | A | \$1,500,000 | 0 | \$1,500,000 | 18/11/2021 | 26/04/2023 | 0.83% |
| ICBC | A | \$2,000,000 | 0 | \$2,000,000 | 18/11/2021 | 14/6/2023 | 0.95% |
| ICBC | A | \$1,500,000 | 0 | \$1,500,000 | 18/11/2021 | 21/06/2023 | 0.96% |
| ICBC | A | \$1,000,000 | 0 | \$1,000,000 | 18/11/2021 | 05/07/2023 | 1.00% |
| ICBC | A | \$2,000,000 | 0 | \$2,000,000 | 02/12/2021 | 05/07/2023 | 1.00% |
| ICBC | A | \$2,000,000 | 0 | \$2,000,000 | 02/12/2021 | 11/10/2023 | 1.10% |
| ICBC | A | \$2,000,000 | 0 | \$2,000,000 | 02/12/2021 | 24/01/2024 | 1.36% |
| ICBC | A | \$2,000,000 | 0 | \$2,000,000 | 28/02/2022 | 12/07/2023 | 1.20% |
| ICBC | A | \$1,500,000 | 0 | \$1,500,000 | 09/03/2022 | 25/10/2023 | 1.74% |
| CBA | AA- | \$1,500,000 | 0 | \$1,500,000 | 20/04/2022 | 26/07/2023 | 2.44% |
| CBA | AA- | \$1,500,000 | 0 | \$1,500,000 | 20/04/2022 | 04/10/2023 | 2.60% |
| ICBC | A | \$1,000,000 | 0 | \$1,000,000 | 20/04/2022 | 24/04/2024 | 3.13% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 02/05/2022 | 03/05/2023 | 2.71% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 02/05/2022 | 01/11/2023 | 3.08% |
| Suncorp | A+ | \$1,500,000 | -\$1,500,000 | 0 | 24/05/2022 | 08/02/2023 | 2.60% |
| CBA | AA- | \$1,500,000 | 0 | \$1,500,000 | 31/05/2022 | 22/03/2023 | 2.78% |
| ICBC | A | \$1,500,000 | 0 | \$1,500,000 | 01/06/2022 | 31/01/2024 | 3.40% |

C015/23

| | Rating | Balance 01 February 2023 | Movement | Balance 28 February 2023 | Date Invested | Date Maturity | Interest Rate |
|---------|--------|--------------------------------|----------|--------------------------------|------------------|------------------|------------------|
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 12/07/2022 | 17/01/2024 | 4.05% |
| Westpac | AA- | \$1,000,000 | 0 | \$1,000,000 | 28/07/2022 | 13/03/2024 | 3.80% |
| Suncorp | A+ | \$1,500,000 | 0 | \$1,500,000 | 11/08/2022 | 03/04/2024 | 4.04% |
| NAB | AA- | \$1,500,000 | 0 | \$1,500,000 | 11/08/2022 | 08/05/2024 | 4.05% |
| NAB | AA- | \$2,000,000 | 0 | \$2,000,000 | 17/08/2022 | 27/03/2024 | 4.03% |
| NAB | AA- | \$2,000,000 | 0 | \$2,000,000 | 17/08/2022 | 17/04/2024 | 4.03% |
| Westpac | AA- | \$1,500,000 | 0 | \$1,500,000 | 24/08/2022 | 08/11/2023 | 4.16% |
| Westpac | AA- | \$1,500,000 | 0 | \$1,500,000 | 24/08/2022 | 07/02/2024 | 4.22% |
| ICBC | A | \$2,000,000 | 0 | \$2,000,000 | 24/08/2022 | 10/04/2024 | 4.30% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 31/08/2022 | 20/12/2023 | 4.16% |
| Westpac | AA- | \$2,000,000 | 0 | \$2,000,000 | 31/08/2022 | 1/5/2024 | 4.24% |
| Westpac | AA- | \$2,000,000 | 0 | \$2,000,000 | 31/08/2022 | 19/06/2024 | 4.25% |
| Westpac | AA- | \$2,000,000 | 0 | \$2,000,000 | 31/08/2022 | 26/06/2024 | 4.25% |
| NAB | AA- | \$2,000,000 | 0 | \$2,000,000 | 01/09/2022 | 20/03/2024 | 4.30% |
| Westpac | AA- | \$2,000,000 | 0 | \$2,000,000 | 01/09/2022 | 12/06/2024 | 4.35% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 27/10/2022 | 14/6/2023 | 4.28% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 27/10/2022 | 21/6/2023 | 4.29% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 31/10/2022 | 29/3/2023 | 4.00% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 30/11/2022 | 19/07/2023 | 4.24% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 01/12/2022 | 05/04/2023 | 3.87% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 01/12/2022 | 12/04/2023 | 3.90% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 01/12/2022 | 19/04/2023 | 3.94% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 13/09/2023 | 4.51% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 18/10/2023 | 4.58% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 27/12/2023 | 4.71% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 03/01/2024 | 4.74% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 10/01/2024 | 4.74% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 23/12/2024 | 4.80% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 31/12/2024 | 4.80% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 08/01/2025 | 4.80% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 15/01/2024 | 4.80% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 09/01/2023 | 22/01/2025 | 4.80% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 12/01/2023 | 17/07/2024 | 4.67% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 12/01/2023 | 25/09/2024 | 4.67% |
| CBA | AA- | \$2,000,000 | 0 | \$2,000,000 | 12/01/2023 | 16/10/2024 | 4.67% |
| Suncorp | A+ | \$2,000,000 | 0 | \$2,000,000 | 12/01/2023 | 20/09/2023 | 4.45% |
| Westpac | AA- | \$2,000,000 | 0 | \$2,000,000 | 12/01/2023 | 03/07/2024 | 4.60% |

| | Rating | Balance 01 February 2023 | Movement | Balance 28 February 2023 | Date Invested | Date Maturity | Interest Rate |
|---------|--------|--------------------------------|-------------|--------------------------------|------------------|------------------|------------------|
| Westpac | AA- | \$2,000,000 | 0 | \$1,500,000 | 25/01/2023 | 24/07/2024 | 4.40% |
| Westpac | AA- | \$1,500,000 | 0 | \$1,500,000 | 25/01/2023 | 09/10/2024 | 4.38% |
| CBA | AA- | \$1,500,000 | 0 | \$1,500,000 | 31/01/2023 | 15/11/2023 | 4.56% |
| CBA | AA- | \$1,500,000 | 0 | \$1,500,000 | 31/01/2023 | 10/07/2024 | 4.63% |
| CBA | AA- | 0 | \$2,000,000 | \$2,000,000 | 21/02/2023 | 31/07/2024 | 4.98% |
| CBA | AA- | 0 | \$2,000,000 | \$2,000,000 | 21/02/2023 | 02/10/2024 | 4.98% |
| CBA | AA- | 0 | \$2,000,000 | \$2,000,000 | 28/02/2023 | 10/05/2023 | 4.00% |
| CBA | AA- | 0 | \$1,000,000 | \$1,000,000 | 28/02/2023 | 12/03/2025 | 4.98% |
| Westpac | AA- | 0 | \$2,000,000 | \$2,000,000 | 28/02/2023 | 18/06/2025 | 4.94% |
| Westpac | AA- | 0 | \$2,000,000 | \$2,000,000 | 28/02/2023 | 25/06/2025 | 4.94% |
| Total | | \$119,500,000 | \$7,500,000 | \$127,000,000 | | | |

Floating Rate Notes (FRNs)

- The portfolio includes \$24.983 million in floating rate notes, making up 15.50% of the total portfolio.
- FRNs are classified as “held for trading” and are required to be reported at the latest indicative market valuations at month end.
- The indicative market value of the FRNs as at the 28 February 2023 increased by \$45 thousands.
- There is no new floating rate note placed during the month
- Council will continue to look at opportunities and new issuances as they become available, and switch if viable.

| Investment | Rating | Purchase Price | Indicative Value 28 February 2023 | Date Invested | Maturity Date | Interest Rate |
|----------------|--------|----------------|---|------------------|------------------|--------------------|
| Macquarie Bank | A+ | \$2,000,000 | \$2,003,424 | 07/08/2019 | 07/08/2024 | 90D BBSW + 80 bpts |
| Citibank | A+ | \$1,000,000 | \$1,000,535 | 14/11/2019 | 14/11/2024 | 90D BBSW + 88 bpts |
| NAB | AA- | \$2,000,000 | \$2,006,748 | 21/01/2021 | 21/01/2025 | 90D BBSW + 77 bpts |
| Macquarie Bank | A+ | \$2,000,000 | \$2,000,885 | 12/02/2020 | 12/02/2025 | 90D BBSW + 84 bpts |
| UBS | A+ | \$1,300,000 | \$1,299,601 | 30/7/2020 | 30/07/2025 | 90D BBSW + 87 bpts |
| Bank of China | A | \$1,000,000 | \$999,232 | 18/08/2020 | 18/08/2023 | 90D BBSW + 80 bpts |
| UBS | A+ | \$3,000,000 | \$2,960,735 | 26/02/2021 | 26/02/2026 | 90D BBSW + 50 bpts |
| CCB | A | \$1,000,000 | \$996,070 | 11/03/2021 | 11/03/2024 | 90D BBSW + 58 bpts |
| ICBC | A | \$1,700,000 | \$1,671,693 | 18/06/2021 | 18/06/2026 | 90D BBSW + 66 bpts |
| NAB | AA- | \$3,100,000 | \$3,059,549 | 24/08/2021 | 24/08/2026 | 90D BBSW + 41 bpts |
| Suncorp | A+ | \$1,750,000 | \$1,723,439 | 15/09/2021 | 15/9/2026 | 90D BBSW + 48 bpts |
| CBA | AA- | \$1,500,000 | \$1,490,594 | 14/1/2022 | 14/1/2027 | 90D BBSW + 77 bpts |
| Suncorp | A+ | \$1,800,000 | \$1,786,190 | 25/1/2022 | 25/1/2027 | 90D BBSW + 78 bpts |

CO15/23

| Investment | Rating | Purchase Price | Indicative Value 28 February 2023 | Date Invested | Maturity Date | Interest Rate |
|---------------------------|--------|----------------|--------------------------------------|---------------|---------------|--------------------|
| Rabobank Australia Branch | A+ | \$2,000,000 | \$1,984,415 | 27/1/2022 | 27/1/2027 | 90D BBSW + 73 bpts |
| Total | | \$25,150,000 | \$24,983,111 | | | |

Fixed Bonds

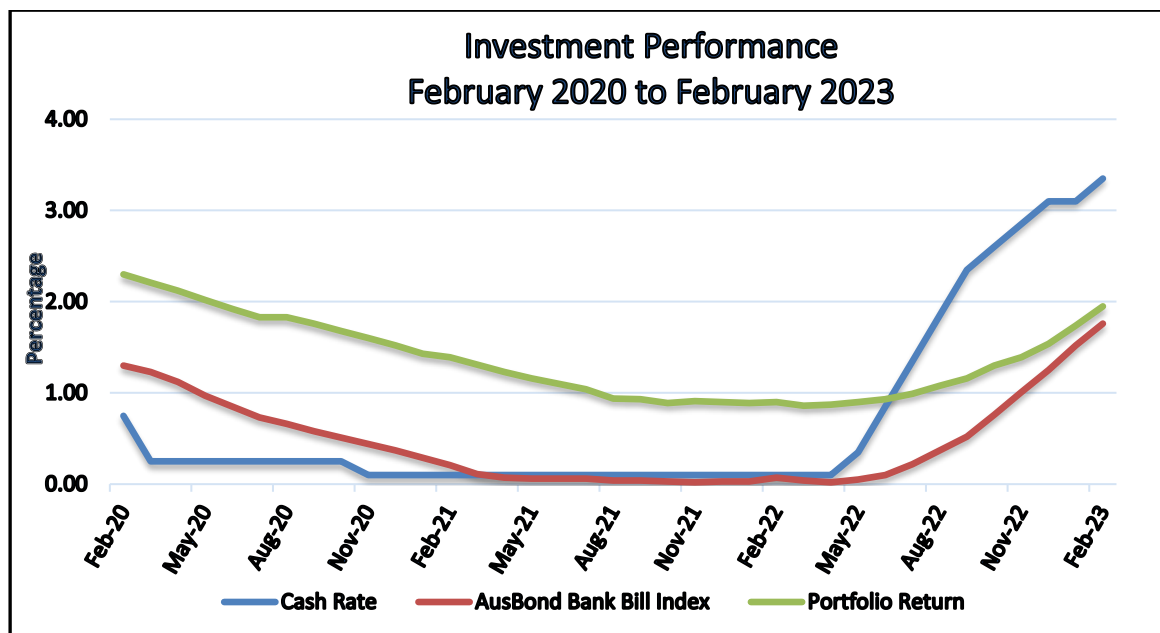
In August 2021, Council purchased at a discount \$1.8 million (face value) of the AAA-rated covered fixed bond with ING Bank Australia. An attractive fixed coupon rate of 1.10% will be paid on a semi-annual basis on the \$1.8 million face value.

The indicative value is the value Council would receive at 28 February 2023 if it were to consider selling this investment prior to its maturity date. Selling prior to maturity would only be considered if a capital gain resulted while holding to maturity ensures a return of the full amount invested along with quarterly interest payments over the life of the investment.

| Investment | Rating | Purchase Price | Indicative Value 28 February 2023 | Date Invested | Maturity Date | Interest Rate |
|------------|--------|----------------|--------------------------------------|---------------|---------------|---------------|
| ING Bank | AAA | \$1,794,762 | \$1,582,016 | 19/08/2021 | 19/08/2026 | 1.10% |
| Total | | \$1,794,762 | \$1,582,016 | | | |

Performance

The following graph shows the investment returns achieved against the AusBond Bank Bill Index and the official Reserve Bank of Australia (RBA) cash interest rate for the period February 2020 to February 2023.



For the month of February, solid return of +0.27% (actual) or +3.64% p.a. (annualised), marginally outperforming the benchmark AusBond Bank Bill Index return of +0.24% (actual) or +3.18% p.a. (annualised).

Over the past year, the combined term deposit and FRN portfolio returned +1.95% p.a., outperforming bank bills by 0.20% p.a. Our current margins in comparison to benchmark may decline given our long-term tenure in term deposits. Our overall investment return remains solid due to interest rate increases, with actuals exceeding budget by \$495,180 as at 28 February 2023.

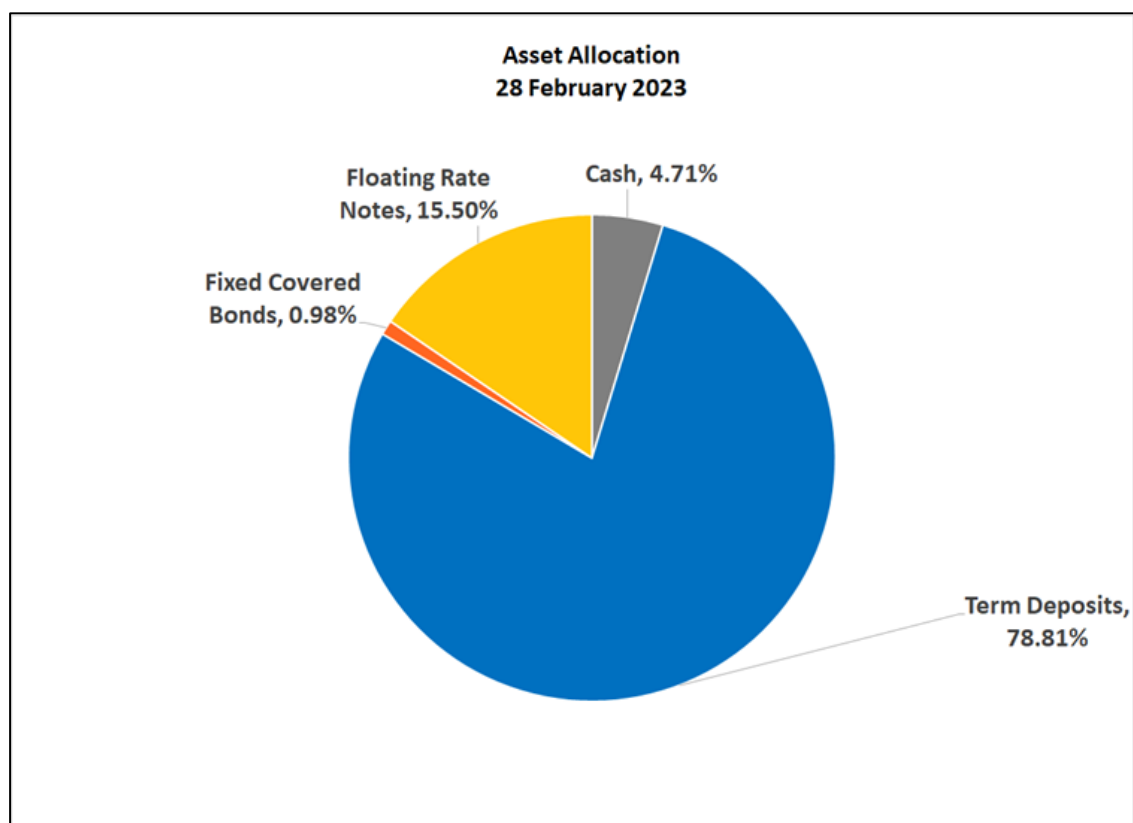
| Performance | 1 month | 3 months | 6 months | FYTD | 1 year | 2 year | 3 year |
|---------------------------------|---------|----------|----------|-------|--------|--------|--------|
| Official Cash Rate | 0.25% | 0.77% | 1.42% | 1.70% | 1.81% | 0.95% | 0.70% |
| AusBond Bank Bill Index | 0.24% | 0.76% | 1.40% | 1.68% | 1.76% | 0.89% | 0.66% |
| Council's T/D Portfolio | 0.27% | 0.72% | 1.24% | 1.47% | 1.81% | 1.24% | 1.30% |
| Council's FRN Portfolio | 0.32% | 0.97% | 1.83% | 2.28% | 2.69% | 1.95% | 1.76% |
| Council's Bond Portfolio | 0.08% | 0.27% | 0.54% | 0.73% | 1.10% | - | - |
| Council's Portfolio | 0.27% | 0.76% | 1.33% | 1.60% | 1.95% | 1.40% | 1.40% |
| Outperformance | 0.03% | 0.00% | -0.07% | 0.08% | 0.20% | 0.51% | 0.73% |

Council's Portfolio and Compliance

Asset Allocation

Most of the portfolio is spread between term deposits (78.81 %) and senior floating rate notes (15.50%). The remainder of the portfolio is held in the overnight cash accounts with CBA and Macquarie Bank (4.71%) and the "AAA" rated fixed covered bond (0.98%). The FRNs add additional liquidity and are generally accessible within 2-3 business days. FRNs are also dominated by the higher-rated ADIs which allows Council to maintain a bias towards the higher-rated banks.

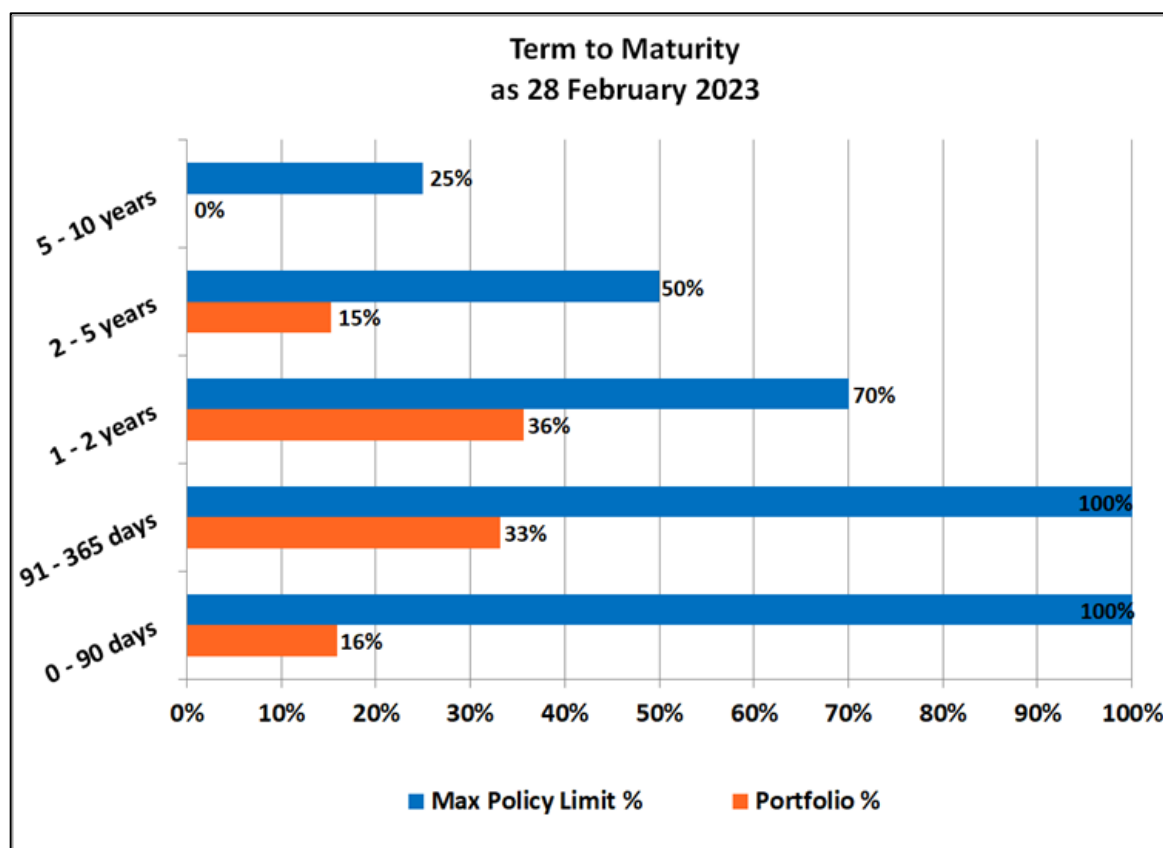
C015/23



Term to Maturity

The portfolio remains diversified from a maturity perspective with a spread of maturities out to 5 years. Medium-term (2-5 years) assets account for around 15.24% of the total investment portfolio.

| Compliant | Horizon | Invested | % | Min Limit | Max Limit |
|-----------|-------------|--------------|--------|-----------|-----------|
| ✓ | 0-90 days | \$25,586,169 | 15.88% | 10% | 100% |
| ✓ | 91-365 days | \$53,499,232 | 33.20% | 20% | 100% |
| ✓ | 1-2 years | \$57,507,662 | 25.69% | 0% | 70% |
| ✓ | 2-5 years | \$24,558,233 | 15.24% | 0% | 50% |
| ✓ | 5-10 years | 0 | 0% | 0% | 25% |



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The investment portfolio is regularly reviewed to maximise investment performance and minimise risk. Comparisons are made between existing investments with available products that are not part of the Council's portfolio. Independent advice is sought on new investment opportunities.

Credit Quality

As at the end of February, applying the long-term S&P ratings only, Council is compliant across all individual counterparties. The investment portfolio is entirely directly to assets rated "A" or higher, as per Council's adopted policy framework.

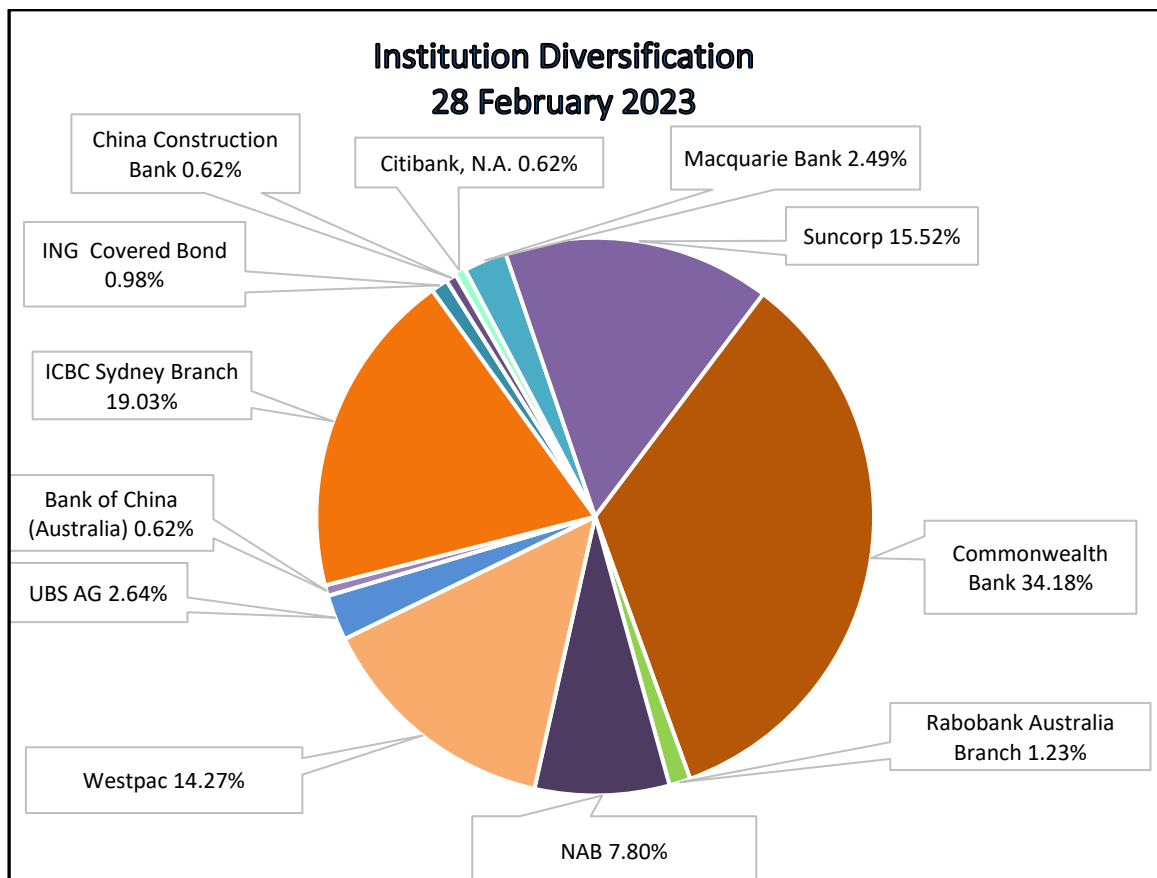
| Compliant | Rating | Invested | Invested | Max. Limit | Available |
|-----------|--------------|--------------|----------|------------|---------------|
| ✓ | AAA Category | \$1,582,016 | 0.98% | 100% | \$159,569,280 |
| ✓ | AA Category | \$90,640,715 | 56.23% | 100% | \$70,510,581 |
| ✓ | A Category | \$68,928,565 | 42.77% | 80% | \$59,992,472 |
| ✓ | Unrated ADIs | \$0.00 | 0.00% | 0.00% | \$0 |

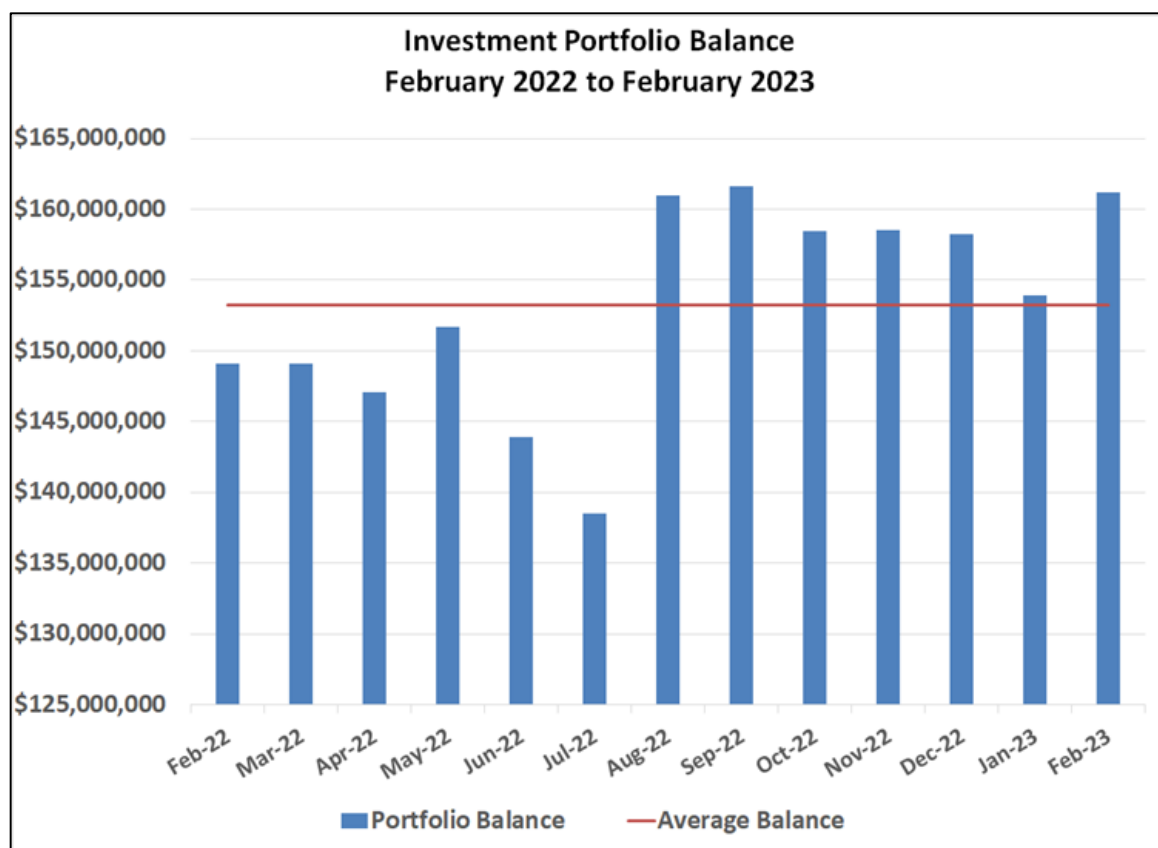
Counterparty

The table below shows the individual counterparty exposures against Council's current investment policy based on long-term S&P ratings.

C015/23

| Compliant | Issuer | Rating | Invested | % | Max. Limit | Available |
|-----------|---------------------------|--------|--------------|--------|------------|--------------|
| ✓ | ING Covered | AAA | \$1,582,016 | 0.98% | 40% | \$62,878,502 |
| ✓ | CBA | AA- | \$55,074,418 | 34.18% | 40% | \$9,386,101 |
| ✓ | NAB | AA- | \$12,566,297 | 7.80% | 40% | \$51,894,221 |
| ✓ | Westpac | AA- | \$23,000,000 | 14.27% | 40% | \$41,460,518 |
| ✓ | Citibank | A+ | \$1,000,535 | 0.62% | 25% | \$39,287,289 |
| ✓ | Macquarie Bank | A+ | \$4,006,655 | 2.49% | 25% | \$36,281,169 |
| ✓ | Rabobank Australia Branch | A+ | \$1,984,416 | 1.23% | 25% | \$38,303,408 |
| ✓ | Suncorp | A+ | \$25,009,629 | 15.52% | 25% | \$15,278,196 |
| ✓ | UBS AG | A+ | \$4,260,336 | 2.64% | 25% | \$36,027,489 |
| ✓ | Bank of China | A | \$999,232 | 0.62% | 25% | \$39,288,592 |
| ✓ | China Construction Bank | A | \$999,232 | 0.62% | 25% | \$39,288,592 |
| ✓ | ICBC Sydney | A | \$30,671,693 | 19.03% | 25% | \$9,616,131 |





CO15/23

Restricted Funds (*Local Government Act 1993 s 409*)

Councils restricted and unrestricted funds as at 28 February 2023 are shown below. Unrestricted Cash is the cash that is readily available or convertible to cash for Councils' day-to-day management. The restricted cash is either externally or internally restricted. Externally restricted cash can only be spent as permitted in line with legislative responsibilities and/or contractual obligations, while internally restricted cash is to be spent on Council-specific funding commitments as per the operational plan and adopted Council budget.

| | | |
|--|----------|-------------------------|
| Investment Portfolio Balance as at 28 February 2023 | | \$161,151,296.10 |
| Restricted Cash | Internal | \$86,600,532.00 |
| | External | \$54,316,371.54 |
| Unrestricted Cash | | \$20,234,392.56 |
| Total Restricted & Unrestricted | | \$161,151,296.10 |

Loan Funds

The total loan funds were drawn down on 10 November 2021 for \$33.5 million at 2.22%. The loan funded the following:

- \$14.5M Capital Works
 - \$6.7M of Building Works which included Blenheim House, La Perouse Museum, Malabar Pool, Dunningham Reserve, Burrows Park and Southern Suburbs Youth Facilities
 - \$5.5M of Parks Projects which included Playground upgrade, Coral Sea Park, Coastal Walkways, Snape Park outdoor gym, and Pioneers Park
 - \$3.8M of Roads Projects which include drainage capital works and footpath construction

- \$19.5M for the Heffron Centre Project

The payment frequency is semi-annually with the first loan repayment made on the 10 May 2022. The repayment amount is \$1,877,039.92 and the next payment will be due on 10 May 2023.

The current interest rates offered on term deposits currently have far exceeded our cost of funds in obtaining the \$33.5m loan. Indicative term deposit rates offered currently at CBA are as follows:

- For 1 Year – 4.90%
- For 2 Years – 4.91%
- For 3 Years – 4.83%
- For 4 Years – 4.80%
- For 5 Years – 4.84%

As such, the Council is in a notionally advantageous position in earning interest income on our loan. In addition, the delay in the use of loan funds with the deferral of capital works projects into the next financial year enables the council to invest these surplus funds in the short to medium-term investment offerings.

Green Investment

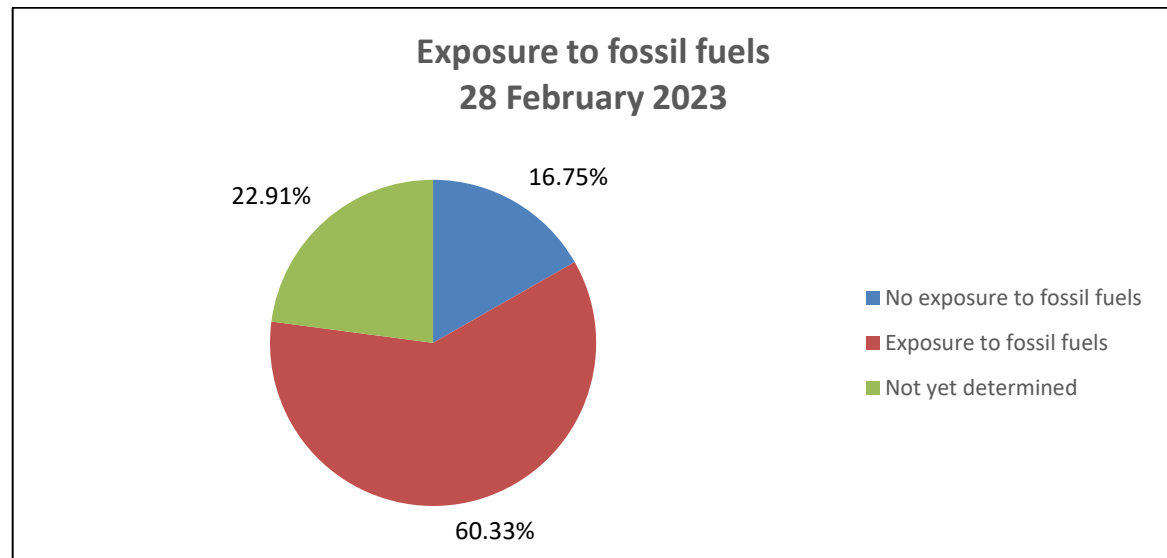
Council's investment policy includes guidelines that give preference to placing funds with institutions identified as not dealing with fossil fuel companies, where financial institutions offer equivalent investment returns with the same credit rating. The big four banks and other institutions rated A- and above have some exposure to fossil fuels. The banks with little or no exposure to fossil fuels are the lower-rated institutions. The current policy does not permit investments in these BBB-rated institutions.

Council's exposure to fossil fuel funds is shown below:

| Counterparty | Credit rating | Funding fossil fuel | Position |
|---------------------------|---------------|---------------------|--|
| ING Covered Bond | AAA | Yes | Loaned to fossil fuels in Australia since 2016 |
| Commonwealth Bank | AA- | Yes | Loaned to fossil fuels globally since 2016 |
| Nab | AA- | Yes | Loaned to fossil fuels globally since 2016 |
| Westpac | AA- | Yes | Loaned to fossil fuels globally since 2016 |
| Citibank | A+ | Yes | Loaned to fossil fuels since 2016 |
| Macquarie Bank | A+ | Yes | Loaned to fossil fuels globally since 2016 and holds more than \$2.5 billion of shares in numerous coal, oil and gas companies |
| Rabobank | A+ | No | Does not finance the primary production of fossil fuels |
| Suncorp | A+ | No | Loans to fossil fuels in 2008/2009, but released the position statement that they have withdrawn from the sector |
| UBS | A+ | Not yet determined | No Position provided |
| Bank of China (Australia) | A | Not yet determined | No Position provided |
| China Construction Bank | A | Not yet determined | No Position provided |
| ICBC, Sydney Branch | A | Not yet determined | No Position provided |

Based on the portfolio balance of \$161.15 million at 28 February 2023, funding with green initiatives banks made up 16.75 percent of total investment, or \$26.99 million. Funding with banks that have exposure to fossil fuels constitutes 60.33 percent, or \$97.23 million. The remaining 22.91 percent is not yet determined as no position has been provided by the financial institutions.

| Institutions | Invested | Invested % |
|-----------------------------|-----------------|------------|
| No exposure to fossil fuels | \$26,994,044.16 | 16.75% |
| Exposure to fossil fuels | \$97,229,921.32 | 60.33% |
| Not yet determined | \$36,927,330.62 | 22.91% |



Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering services and regulatory functions: | |
|---|---|
| Service area | Financial Management |
| Function | Financial Management and Control |
| Delivery program commitment | Support Council's sustainable delivery of projects and services through sound Financial Management and Control, including long term financial planning, budget preparation, and financial performance monitoring. |

Resourcing Strategy implications

The Original budget provision for investment income is \$1,270,504. The September and December quarterly budget reviews have been reported to Council with an additional of \$300,000 and \$1,000,000 respectively, for investment interest on top of the original budget. The total revised interest on investments budget will be \$2,570,504. Investment income received to 28 February is \$2,208,850.24, representing 85.93% of the budget year to date. The increased portfolio balance and the recent rise in interest rates continue to result in overall improved returns.

Policy and legislative requirements

Council is authorised by Section 625 of the Local Government Act to invest its surplus funds. Funds will only be invested in the form of investment notified by Order of the Minister dated 12

January 2011. The Local Government (General) Regulation prescribes the records that must be maintained in relation to Council's Investment Policy

Conclusion

Funds are invested with the aim of achieving budgeted income in the 2022-23 financial year and outperforming the AusBond Bank Bill Index over a 12-month period.

All investments as at 28 February 2023 have been made in accordance with the Local Government Act, the regulations and Council's Investment Policy

Responsible officer: Xinyu Zhang, Financial Accountant

File Reference: F2016/06527

CO15/23

Randwick City Council

Investments

for the period ending 28 February 2023

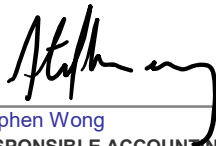
Certificate by Responsible Accounting Officer

made pursuant to Clause 212(1)(b) of the Local Government (General) Regulations 2005

I hereby certify that all investments as at 28 February 2023 have been made in accordance with Council's Investment Policy (adopted Sept 2021).

I hereby certify that all investments as at 28 February 2023 meet the requirements of section 625 of the Local Government Act 1993 including the Ministerial Investment Order (2011).

I hereby certify that all investments as at 28 February 2023, and this investment report, meet the requirements of clause 212 of the Local Government (General) Regulation 2005.



Stephen Wong

RESPONSIBLE ACCOUNTING OFFICER

13 March 2023

Date

Director Corporate Services Report No. CO16/23

Subject: Monthly Financial Report as at 28 February 2023







Executive Summary

- Monthly Financial Reports are produced as a means of monitoring the financial performance of the Council and ensuring that all appropriate financial controls are being adhered to.
- Council's liquidity remains sound as at 28 February 2023, with capacity to meet short term obligations as they fall due.
- Council's Chief Financial Officer, as the Responsible Accounting Officer, advises that the projected financial position is satisfactory.

Recommendation

That the Monthly Financial Report as at 28 February 2023 be received and noted.

Attachment/s:

1.   Monthly Financial Statements - Income Statement - February 2023
2.   Monthly Financial Statements - Balance Sheet - February 2023
3.   Monthly Financial Statements - Cash Flow Statement - February 2023

Purpose

Section 202 of Local Government (General) Regulation 2005 requires that the Responsible Accounting Officer of a council must:

- a) establish and maintain a system of budgetary control that will enable the council's actual income and expenditure to be monitored each month and to be compared with the estimate of the council's income and expenditure, and
- b) if any instance arises where the actual income or expenditure of the council is materially different from its estimated income or expenditure, report the instance to the next meeting of the council.

Discussion

This report provides the financial results of the Council as at 28 February 2023.

- **Income Statement** (Attachment 1):
The Income Statement summarizes the Council's financial performance year to date (YTD). The income statement presents the financial results for a stated period. The statement quantifies the amount of revenue generated and the expenses incurred by the Council as well as any resulting net surplus or deficit.
 - Materials and contracts expenses exceeded year-to-date trends due to timing of software licencing and agency staff expenditure. This has been budgeted for in our current budget and within expectations.

2022-23 Financial Performance Summary

| | Current 2022-23 Budget (\$'000) | 2022-23 February YTD (\$'000) |
|--|------------------------------------|----------------------------------|
| Income from continuing operations | \$193,840 | \$135,436 |
| Expenses from continuing operations | \$175,064 | \$115,365 |
| Net operating result for 2022-23 | \$18,776 | \$20,071 |
| Net operating result before Capital Grants and Contributions for 2022-23 | \$2,458 | \$8,467 |

- **Balance Sheet Statement** (Attachment 2):
A Balance Sheet is a statement of the financial position of the Council that lists the assets, liabilities, and equity at a particular point in time. In other words, the balance sheet illustrates a Council's net worth. The balance sheet provides a snapshot of the finances (what it owns and owes) as of a specific date.
 - Cash, cash equivalents and investments have increased from previous period due to positive cash flow as a result of lower payments to suppliers than income received from rates, grants and user charges in the current period.
- **Cash Flow Statement** (Attachment 3):
The Cash Flow Statement is a financial statement that shows how cash moves in and out of a Council's accounts via three main channels: operating, investing, and financing activities. The sum of these three segments is called net cash flow. The cash flow statements measures how well the Council manages its cash position, meaning how well the Council generates cash to pay its debt obligations and fund its operating expenses.

The current ratio is a liquidity ratio that measures Council's ability to pay short-term obligations or those due within one year. The current ratio as at 28 February 2023 is 3.29 compared to 3.03 as at 30 June 2022. The Council's target is a ratio equal to or greater than 1.5 based on the Long-Term

Financial Plan. Our current ratio meets this target and indicates Council's liquidity remains sound at the end of February 2023. Together with a positive net operating result before Capital Grants and Contributions of \$8.5M, the financial position of the Council remains satisfactory.

Performance Ratio Summary

The purpose of the Performance Ratio Summary table is that it displays the key Financial Performance indicators as outlined by the Office of Local Government. It also provides indication of Council's financial performance, liquidity and management of debt recovery. The indicators are as follows:

| | Industry Benchmark | Original 2022-23 Budget | February 2023 YTD Actuals |
|--|--------------------|-------------------------|---------------------------|
| Operating Performance Ratio | $\geq 0.00\%$ | 1.72% | 6.84% |
| Own Source Operating Revenue Ratio | $\geq 60.00\%$ | 92.01% | 87.78% |
| Unrestricted Current Ratio | > 1.5 | 2.44 | 2.62 |
| Rates, Annual Charges, Interest & Extra Charges Outstanding Percentage | $< 5.00\%$ | 3.80% | 4.50%* |

- Operating Performance Ratio measures Council's achievement of containing operating expenditure within operating revenue.
- Own Source Operating Revenue Ratio measures the degree of reliance on external funding sources such as operating grants and contributions.
- Unrestricted Current Ratio is to assess the adequacy of working capital and its ability to satisfy obligations in the short term for the unrestricted activities of Council.
- Rates, Annual Charges, Interest and Extra Charges Outstanding Ratio assesses the impact of uncollected rates, annual charges, interest and extra charges on a council's liquidity and the adequacy of debt recovery efforts.

*4.50% is the anticipated target that will be achieved towards the end of this financial year as debt recovery management has been strong and on track to reach target.

The Heffron Centre Project

As of 15 February 2023, the Heffron Centre Project is showing a total of \$46.9M actual expense from an approved budget of \$57.8M. To date the project is on budget.

Des Renford Leisure Centre – DRLC

The Des Renford Leisure Centre's 2022-23 budget remains on target, with February producing the highest monthly income to date for the financial year. Combined income across 'User Charges & Fees' and 'Other Revenues' in February totalled almost \$871k, approximately 10% of the annual budget. With term 2 Swim School enrolments commencing in mid-March, DRLC is nicely positioned to continue its strong start to the year and remain ahead of budget.

While it has been a positive month for income, the increased patronage has also seen a correspondingly high level of expenses across 'Employee Wages' (10.9%) and 'Material & Contracts' (11.6%) compared to the annual budget. This is to be expected, with expenditure typically tapering off and reducing post Easter. With the long-term effects of COVID delaying a full-recovery and return to pre-COVID numbers, March and April revenue will be closely monitored to determine how strong DRLC is performing against its budget.

Strategic alignment

The relationship with our 2022-26 Delivery Program is as follows:

| Delivering services and regulatory functions: | |
|---|---|
| Service area | Financial Management |
| Function | Financial Management and Control |
| Delivery program commitment | Support Council's sustainable delivery of projects and services through sound Financial Management and Control, including long term financial planning, budget preparation, and financial performance monitoring. |
| Function | Accounting |
| Delivery program commitment | Manage and record the financial transactions arising from Council's activities, including the levy and collection of rates and charges, and the preparation of financial statements and returns. |

Resourcing Strategy implications

The recommended Budget for 2022-23 is balanced and sustainable with a budget operating result before capital contributions of \$2.6M. The Council's financial position remains sound. The Council continues to have a strong balance sheet demonstrated through the robustness of working capital and sound liquidity through healthy cash generation.

Policy and legislative requirements

Section 202 of Local Government (General) Regulation 2005.

Conclusion

The Council's Chief Financial Officer, as the Responsible Accounting Officer, advises that the projected financial position is satisfactory.

Responsible officer: Stephen Wong, Chief Financial Officer

File Reference: F2021/00364



INCOME STATEMENT

For the period ended 28 February 2023

% OF YEAR EXPIRED
AT 28 Feb 2023

66%

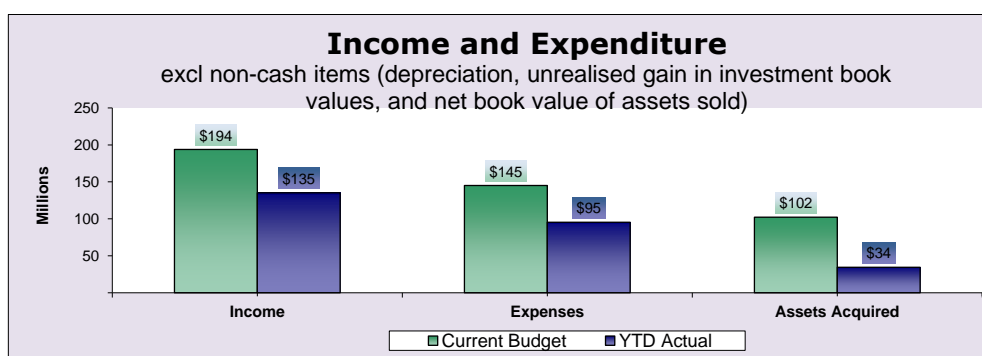
| | Original Budget (\$'000s) | Current Budget (\$'000s) | YTD Actuals (\$'000s) | % Spent or Earned |
|--|---------------------------------|--------------------------------|-----------------------------|-------------------------|
| EXPENSES FROM CONTINUING OPERATIONS | | | | |
| Employee Costs | 76,305 | 76,695 | 47,625 | 62.1% |
| Borrowing Costs | 693 | 693 | 355 | 51.2% |
| Materials and Contracts | 61,078 | 63,139 | 44,219 | 70.0% |
| Depreciation and Amortisation | 29,965 | 29,965 | 19,977 | 66.7% |
| Other Operating Expenses | 4,596 | 4,572 | 2,840 | 62.1% |
| Loss on Disposal of Infrastructure Assets | - | - | 348 | 0.0% |
| Total Expenses from Continuing Operations | 172,637 | 175,064 | 115,365 | 65.9% |
| INCOME FROM CONTINUING OPERATIONS | | | | |
| Rates and Annual Charges | 135,771 | 135,771 | 90,777 | 66.9% |
| User Charges and Fees | 20,555 | 20,717 | 14,857 | 71.7% |
| Interest | 1,471 | 2,771 | 2,705 | 97.6% |
| Other Revenues | 6,212 | 6,392 | 7,768 | 121.5% |
| Other Income | 4,012 | 4,012 | 2,512 | 62.6% |
| Operating Grants and Contributions | 7,250 | 7,860 | 4,952 | 63.0% |
| Capital Grants and Contributions | 7,350 | 16,318 | 11,604 | 71.1% |
| Gain on Disposal of Plant & Fleet Assets | - | - | 261 | 0.0% |
| Total Income from Continuing Operations | 182,620 | 193,840 | 135,436 | 69.9% |
| Net Operating Result - Surplus/(Deficit) | 9,984 | 18,775 | 20,071 | |

FUNDING STATEMENT

| | | | | |
|--|---------------|----------------|---------------|--------------|
| SOURCE OF FUNDS | | | | |
| Surplus/(Deficit) from Operations - Accrual | 9,984 | 18,775 | 20,071 | 106.9% |
| Add Back Non-Funded Transactions included in Operations above | | | | |
| - Special Contributions | 14,752 | 14,752 | 8,003 | 54.2% |
| - Depreciation | 29,965 | 29,965 | 19,977 | 66.7% |
| - Sales of Assets (Book Value) | 2,553 | 856 | 605 | 70.6% |
| - Transfer - Internal Reserves | 19,288 | 43,379 | 4,878 | 11.2% |
| - Transfer - External Reserves | 9,385 | 15,465 | 11,106 | 71.8% |
| - Unrealised Gain/(Loss) on Market Value of Investments | - | - | 220 | 0.0% |
| - Loan Borrowings | - | - | - | 0.0% |
| Net Funds Available | 85,927 | 123,193 | 64,420 | 52.3% |

| | | | | |
|------------------------------|---------------|----------------|---------------|--------------|
| APPLICATION OF FUNDS | | | | |
| Assets Acquired | 65,595 | 102,229 | 34,489 | 33.7% |
| Loan Principal Repayment | 3,454 | 3,454 | 1,522 | 44.1% |
| Transfer - Internal Reserves | 4,743 | 4,743 | 13,320 | 280.8% |
| Transfer - External Reserves | 11,786 | 11,786 | 494 | 4.2% |
| Total Funds Applied | 85,578 | 122,212 | 49,824 | 40.8% |

| | | | | |
|--------------------------------------|------------|------------|---------------|--|
| Total Funds Surplus/(Deficit) | 349 | 981 | 14,596 | |
|--------------------------------------|------------|------------|---------------|--|



CO16/23

CO16/23



BALANCE SHEET

| | Actual as at 28 February 2023 (\$'000s) | Actual as at 30 June 2022 (\$'000s) |
|---|--|---|
| CURRENT ASSETS | | |
| Cash, Cash Equivalents & Investments | 163,389 | 144,920 |
| Receivables | 9,809 | 13,472 |
| Inventories & Other | 700 | 1,538 |
| TOTAL CURRENT ASSETS | 173,898 | 159,930 |
| NON-CURRENT ASSETS | | |
| Investments | - | - |
| Receivables | 674 | 674 |
| Infrastructure, Property, Plant & Equipment | 1,883,992 | 1,870,221 |
| Right of Use Asset | 231 | 231 |
| TOTAL NON-CURRENT ASSETS | 1,884,897 | 1,871,126 |
| TOTAL ASSETS | 2,058,795 | 2,031,057 |
| CURRENT LIABILITIES | | |
| Payables & Prepayments | 33,365 | 32,715 |
| Provisions | 19,503 | 20,496 |
| TOTAL CURRENT LIABILITIES | 52,868 | 53,211 |
| NON-CURRENT LIABILITIES | | |
| Income received in advance | 18,427 | 10,424 |
| Borrowings | 28,934 | 28,934 |
| Lease Liabilities | 244 | 237 |
| Provisions | 651 | 651 |
| TOTAL NON-CURRENT LIABILITIES | 48,256 | 40,246 |
| TOTAL LIABILITIES | 101,124 | 93,457 |
| NET ASSETS | 1,957,670 | 1,937,600 |
| EQUITY | | |
| Retained Earnings | 886,795 | 866,725 |
| Revaluation Reserves | 1,070,875 | 1,070,875 |
| TOTAL EQUITY | 1,957,670 | 1,937,600 |



STATEMENT OF CASH FLOW

| | For the period ended 28 February 2023 (\$'000) | Actual for the year ended 30 June 2022 (\$'000) |
|--|--|--|
| Cash Flows from Operating Activities | | |
| Receipts: | | |
| Rates & Annual Charges | 103,328 | 131,464 |
| User Charges & Fees | 13,810 | 25,723 |
| Investment & Interest Revenue Received | 1,969 | 854 |
| Grants & Contributions | 25,192 | 24,373 |
| Bonds, Deposits & Retention amounts received | 1,281 | 1,876 |
| Other | 11,855 | 17,694 |
| Payments: | | |
| Employee Benefits & On-Costs | (48,113) | (69,406) |
| Materials & Contracts | (48,204) | (67,629) |
| Borrowing Costs | (355) | (379) |
| Bonds, Deposits & Retention amounts refunded | (1,068) | (1,302) |
| Other | (5,928) | (562) |
| Net Cash provided (or used in) Operating Activities | 53,766 | 62,706 |
| Cash Flows from Investing Activities | | |
| Receipts: | | |
| Sale of Investment Securities | 70,000 | 78,013 |
| Sale of Infrastructure, Property, Plant & Equipment | (88) | 1,137 |
| Distribution of net share of interest from ventures and associates | - | 7 |
| Payments: | | |
| Purchase of Investment Securities | (92,000) | (132,745) |
| Acquisition of term deposits | - | - |
| Purchase of Infrastructure, Property, Plant & Equipment | (33,853) | (45,928) |
| Net Cash provided (or used in) Investing Activities | (55,940) | (99,516) |
| Cash Flows from Financing Activities | | |
| Receipts: | | |
| Proceeds from Borrowings | - | 33,500 |
| Payments: | | |
| Repayment of Borrowings | (1,522) | (1,505) |
| Principal component of lease payments | - | 2 |
| Net Cash Flow provided (used in) Financing Activities | (1,522) | 31,997 |
| Net Increase/(Decrease) in Cash & Cash Equivalents | (3,696) | (4,813) |
| plus: Cash & Cash Equivalents - beginning of year | 13,519 | 18,332 |
| Cash & Cash Equivalents - end of the period/year | 9,823 | 13,519 |
| Additional Information: | | |
| plus: Investments on hand | 153,565 | 131,401 |
| Total Cash, Cash Equivalents & Investments | 163,389 | 144,920 |

CO16/23

Motion Pursuant to Notice No. NM16/23

Subject: Notice of Motion from Cr Rosenfeld - Resident Parking Scheme at Fenton Avenue Maroubra

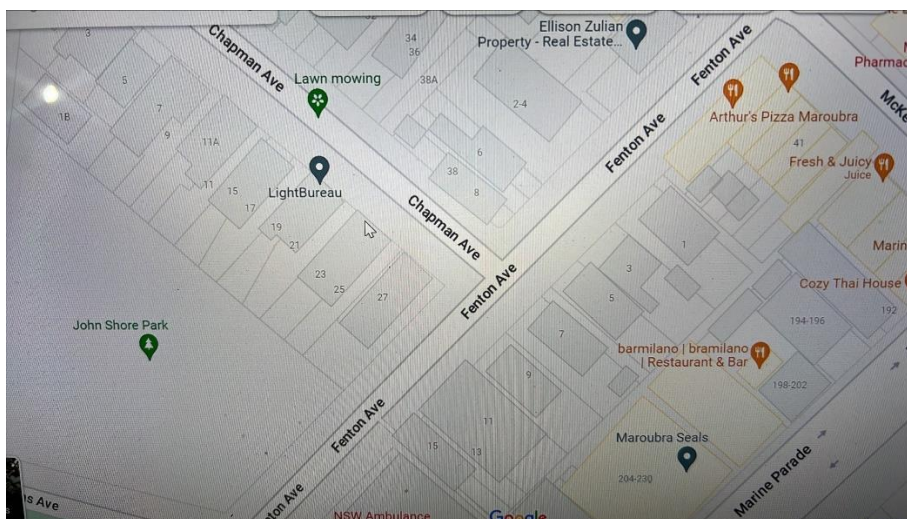
Motion:

That:

- a) Council request a report with regards to the possibility of installing a residential parking scheme on Fenton Ave Maroubra along the areas where parking has time limits.
- b) the report will include feedback from impacted residents in the areas mentioned.

Background:

Along Fenton Ave Maroubra, between Mons Ave and McKeon St, there is some parking whereby 2 hours limits apply. There are other areas along Fenton Ave where 30-minute limits apply. Some residents on the street have reported that they are unable to park for long periods near their home and they don't have adequate parking at their residences. As such a report regarding the possible installation of a residents' parking scheme is sought.



Attachment/s:

Nil

Submitted by: Councillor Rosenfeld, Central Ward

File Reference: F2014/01091

NM16/23

Motion Pursuant to Notice No. NM17/23

Subject: Notice of Motion from Cr Veitch - Assistance for WIRES at the Randwick Environment Park

Motion:

That Council provide and cover costs for two green FOGO bins plus a weekly collection service for the WIRES volunteers at the Randwick Environment Park.

Background:

WIRES East have 193 members, 69 of these are residents in Randwick LGA.

They require two Fogo bins that include emptying each week, for the uneaten foliage/green waste from the possums and birds housed at the Hendy Ave / Randwick Environment Park aviaries.

The graph shows the number of possum rescues in the Randwick LGA for 2021-2022. There are around 401 possum rescues annually in Randwick LGA. Approximately 50- 60% of these go to the Hendy Ave Aviary. WIRES also have birds at the Hendy Ave aviary for around 6 months of the year. WIRES East branch house their pre-release possums and birds at the Hendy Ave Aviary.

WIRES have possums at the aviary, every day of the year and they are fed foliage each day, in all weather. Approximately 10 branches of browse foliage are provided possum / per day. Each branch of browse foliage should be around 60cm long. WIRES currently have 15 possums at the aviary. The uneaten foliage/green wastes need to be removed each day.

Some of the Local Randwick LGA possum rescues are sometimes orphans, or older juvenile & adult possums that end up in someone's house, in a car engine, cupboard, bathroom, caught on a balcony, dragging back legs, fallen from a tree or a building, down a drain, hit by a car, attacked by a dog or cat or found in a toilet of a pre-school. For bird rescues, they include orphans, exhausted birds in windy conditions, concussed from flying into a window, caught inside an apartment foyer, broken wings, cat & dog attacks, down a drain, nesting in someone's pool area, injured legs or on a footpath not being able to move.

Having two Fogo bins would save the aviary volunteers from carrying out the green waste-tougher in the wet. At the moment that's around 80-100 partly eaten branches.

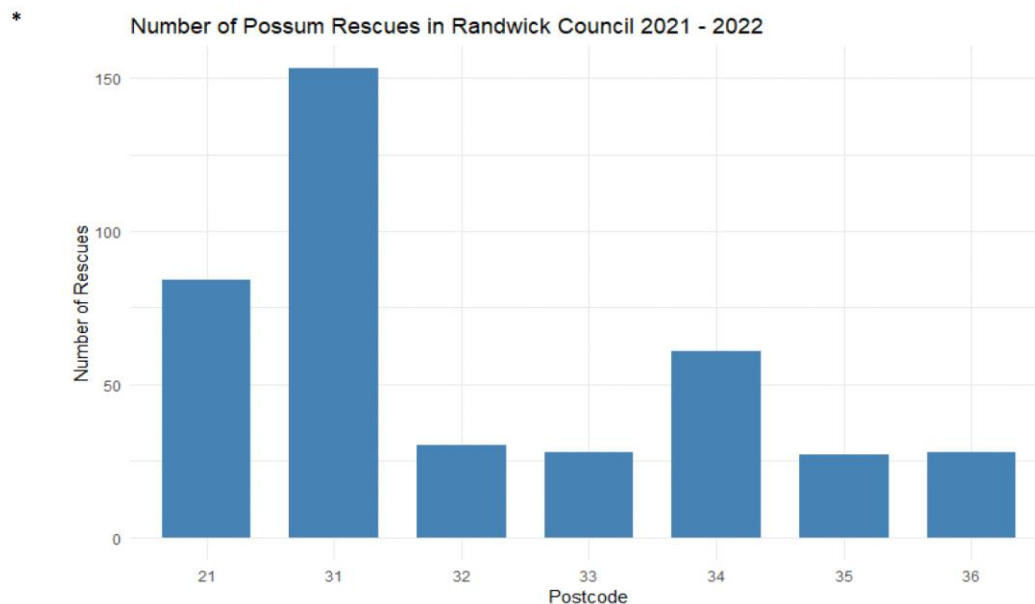
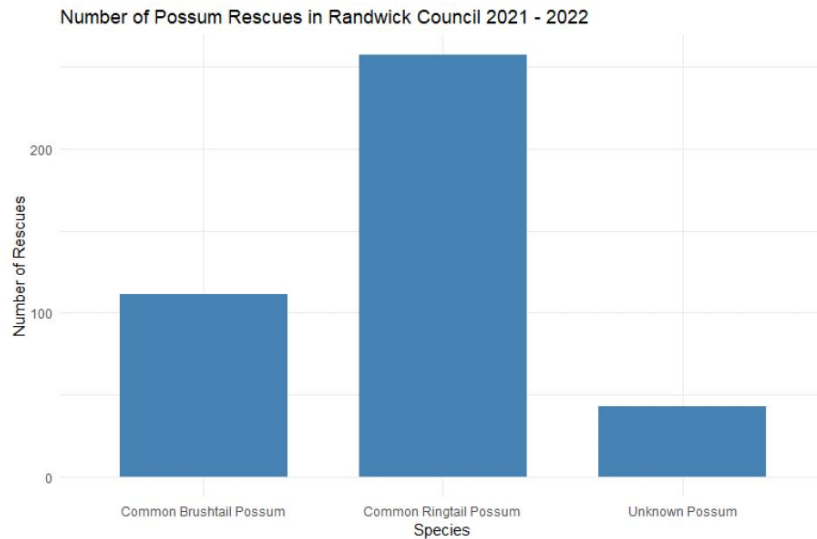
Randwick Council Possum Rescues 2021 – 2022

Total number of rescues = 411

Relevant fates:

In care: 25

Released: 104



Along the bottom axis, '20' was removed from the postcode to make it easier to read. When looking at postcode add 20 to each number, e.g. postcode '31' is actually '2031'.

Attachment/s:

Nil

Submitted by: Councillor Veitch, West Ward

File Reference: F2021/00126

NM17/23

Motion Pursuant to Notice No. NM18/23

Subject: Notice of Motion from Cr Olive - Evaluate the need for an additional position within the Bushland/Bushcare Unit

Motion:

That Council Officers bring a report back to Council evaluating the need for an additional Bushcare Officer or other position within the Bushland/Bushcare Unit.

Background:

The Council Bushland/Bushcare Unit is comprised of a Supervisor, a Bushland Officer and a Bushcare Officer. The unit has had 3 staff since 2013 but previously had 4 staff. In the task of bush regeneration (including weed control and replanting), Bushland contractors are employed by Council and staff supervise 14 volunteer Bushcare groups.

The current 2022/23 Bushland/Bushcare Unit budget is \$908,789. While annual budgets may not equate to actual spending (sometimes this is higher and sometimes lower) it is the figure used for planning. From 2017 to 2022, the Unit's budget increased by about 7% and the Consumer Price Index (CPI) increased by 14%. Prima facie, that represents a real decrease in funding.

Alongside this lack of growth in resources, the Bushland/Bushcare Unit is taking on more responsibility. The following quote is from answers to Questions with Notice at the February Council Business Meeting:

Within this time, from 2013 to the present, there has been an increase in the quantity and complexity of bushland sites managed and maintained by the team. However, there has also been an increase in the number of Bushcare groups and Bushland contractors operating within these sites.

Given Council policy is not to have unsupervised volunteers, an increase in the number of Bushcare groups is one example of that extra responsibility.

An important point to make is that Bushcare groups and Bushland contractors take different approaches to weed management. The Bushcare groups mainly hand weed while the Bushland contractors often use herbicides.

Why is hand weeding an important method of weed control? To quote Claire Bettington from Friends of Malabar Headland:

Poison is at best a short-term "fix", as the weeds ALWAYS return; at worst it is contributing to the accumulating overload of toxins in our stressed environments, poisoning not only the plants, but people, fauna, soil organisms and vital bacteria & fungi – we are killing the very web of life!

It should be said that Friends of Malabar Headland have had huge success in digging up weeds and exotic grasses where they appear and have almost eliminated Bitou Bush, Lantana and Pampas from the Malabar Headland during their 37 years of bushcare.

It would seem to me that having one extra staff member on the Unit would open possibilities for additional supervision leading to more Bushcare Groups, less need for contractors, more hand weeding, less herbicides, and more community buy in with more volunteers.

Reference: [Consumer price index \(CPI\) rates | Australian Taxation Office \(ato.gov.au\)](https://ato.gov.au/Consumer-price-index-CPI-rates)

Attachment/s:

Nil

NM18/23

Submitted by: Councillor Olive, East Ward

File Reference: F2005/00513

NM18/23

Motion Pursuant to Notice No. NM19/23

Subject: Notice of Motion from Cr Olive - Report outlining green investment strategies

Motion:

That:

- Council officers bring a report back to Council outlining strategies that would reduce the dollar proportion of fossil fuel related investments in Council's financial portfolio;
- these strategies conform to Section 625 of the Local Government Act 1993, 2010 Investment Policy Guidelines and the 2011 Ministerial Investment Order; and
- the report includes aspects such as: risk appetite; council comparisons; socially responsible investments; government bonds versus floating rate notes, private bonds and on call funds; comparisons between fossil fuel lending and non-fossil fuel lending Authorised Deposit-taking Institutions (ADIs); and level comparisons across fossil fuel lending ADIs.

Background:

The Intergovernmental Panel on Climate Change (IPCC) states that burning fossil fuels and changes in land use have increased carbon dioxide in the atmosphere and this is responsible for global warming. Further, the IPCC says:

The science is unequivocal: Climate change endangers the well-being of people and the planet. Delayed action risks triggering impacts of climate change so catastrophic our world will become unrecognizable.

Record breaking fires and floods in our own region have reinforced our understanding of the dangers of climate change and, as a result, the public expect governments to act in the transition away from fossil fuel and toward renewable energy.

In this regard, Randwick City Council (RCC) have been on the front foot by entering into renewable energy purchasing power agreements, in providing subsidies to residents to improve energy efficiency and incentivise the take up of solar photovoltaic systems and having a rollout program for electric vehicle charging stations.

| | Fossil Fuels lending ADIs | Non-Fossil Fuel lending ADIs | Socially Responsible Investment | Govt bonds, etc – including tCorp |
|------------|---------------------------|------------------------------|---------------------------------|-----------------------------------|
| Randwick | 82% (24% unconfirmed) | 18% | 0 | 0 |
| Inner West | 0 | 47% | 53% | 0 |
| Waverley | 16% | 39% | 35% | 10% |
| Hornsby | 56% | 25% | 12% | 7% |

However, RCC is not a leader amongst councils when it comes to the divestment from fossil fuels. We can see from the table above that approximately 18% of our financial portfolio by dollar value is invested with non-fossil fuel lending ADIs, while Inner West Council have 100% of their financial portfolio invested in non-fossil fuel or socially responsible products.

We need a financial stocktake to see where we can make gains in our green investment portfolio. Currently, RCC have investments in on call funds, fixed term deposits, private fixed bonds and floating rate notes but no investment in government bonds or socially responsible investments. Is this the right strategy to help us transition away from fossil fuels? What would it mean to change our risk tolerance? What do other councils do in this space? Can we invest more in non-fossil fuel

lending ADIs? Can RCC move some of their investments from high fossil fuel lending ADIs to lower fossil fuel lending ADIs? What is a socially responsible investment? These are some of the questions that the report should be looking at.

Reference: <https://www.wri.org/insights/ipcc-report-2022-climate-impacts-adaptation-vulnerability>

Attachment/s:

Nil

Submitted by: Councillor Olive, East Ward

File Reference: F2016/06527

NM19/23

Motion Pursuant to Notice No. NM20/23

Subject: Notice of Motion from Cr Hamilton - Investigate ways to improve development application processing times

Motion:

That Council investigate ways to improve development application processing times. Further, that council staff bring back to council a report on options, improvement initiatives and projected improvements to council within three months.

Background:

Council is currently undertaking a review of their DA service and residents are keen to ensure that improvements in speeding up DA processing times are included as a core objective of the review.

Attachment/s:

Nil

Submitted by: Councillor Hamilton, North Ward

File Reference: F2012/00347

NM20/23