

ORDINARY MEETING OF COUNCIL TO BE HELD ON TUESDAY, 22 AUGUST 2006 AT 7.00PM LEVEL 3, COUNCIL CHAMBERS

AGENDA** ** ** ** **

NOTE: For Full Details, See Council's Website – www.kmc.nsw.gov.au under the link to Business Papers

APOLOGIES

DECLARATIONS OF INTEREST

CONFIRMATION OF REPORTS TO BE CONSIDERED IN CLOSED MEETING

ADDRESS THE COUNCIL

NOTE: Persons who address the Council should be aware that their address will be

tape recorded.

DOCUMENTS CIRCULATED TO COUNCILLORS

CONFIRMATION OF MINUTES

Minutes of Ordinary Meeting of Council

File: S02131

Meeting held 8 August 2006 Minutes numbered 287 to 303

Minutes of Extraordinary Meeting of Council

File: S02131

Meeting held 16 August 2006 Minutes to be circulated separately

MINUTES FROM THE MAYOR

MM.1 Relocation of Killara Croquet Club

File: S02428

I have been concerned for some time about the proposal to relocate the Killara Croquet Club from Regimental Park to West Lindfield, particularly since the Waterboard have informed Council that they do not need to take further action at Regimental Park for at least a decade.

This decision is causing distress to a group who have occupied their site for many years, and who contributed a major amount of their clubhouse which cannot be moved when they relocate.

I believe that Council needs to be involved in any decision making on this issue.

PETITIONS

PT.1 Balfour Lane Car Park, Lindfield - Request for Restricted Parking - (One Hundred & Fifty-One [151] Signatures

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File: 88/06277/03

"It has come to our attention that the Balfour Lane car park is owned by Ku-ring-gai Council and at present, there is no time restriction on car spaces. These spaces are more than often occupied by commuters from early in the morning until late afternoon.

After numerous complaints from our customers about the lack of available parking spaces we have come to the realisation that the parking is being utilised predominantly by commuters who are parking there first thing in the morning and not returning to their cars until last thing in the afternoon.

This is directly affecting our business and that of other businesses in the direct vicinity as customers cannot get a parking space and are being forced to shop in other suburbs where they can park close to their retail outlets.

We have noted that in the Meeting of Council (Lindfield Centre Recommendations) report dated 11 May 2006 that the responses from residents in Lindfield noted that the worst point about living in Lindfield was the lack of parking.

To ease the situation in this area, we propose that Council place restrictions of two (2) or three (3) hours on the parking spaces to enable them to be turned over throughout the day."

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2

GENERAL BUSINESS

- i. The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to have a site inspection.
- ii. The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to adopt in accordance with the officer's recommendation and without debate.

GB.1 Roseville Centre - Draft Local Environmental Plan & Draft Development Control Plan

3

File: S04365

To have Council consider and adopt the draft Local Environmental Plan (LEP), Draft Development Control Plan (DCP and associated strategies for the Roseville Centre and submit the Draft Plans to the Department of Planning to seek their approval for formal exhibition of the Draft LEP and Draft DCP.

Recommendation:

That Council endorse the Draft Plans for formal public exhibition as outlined in the recommendations.

GB.2 Pymble Centre Draft Local Environmental Plan & Draft Development Control Plan - Corrections

148

File: S04291

To have Council consider and adopt a minor amendment to the Pymble Centre Draft Local Environmental Plan and Draft Development Control Plan prior to finalisation of the documentation for formal exhibition.

Recommendation:

That Council endorse the proposed corrections as outlined in this report, prior to formal exhibition.

GB.3 15 to 19 Turramurra Avenue & 1 & 1A Wonga Wonga Street, Turramurra 151

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File: DA0068/06

Ward: Wahroonga

To refer the application back to Council following a site inspection and to address submissions made at and following the site inspection.

Recommendation:

The application be approved.

GB.4 66 Roseville Avenue, Roseville - First Floor Addition & Alterations to Ground Floor

287

File: DA0426/06

Ward: Roseville

Applicant: Lindsay Little & Associates Pty Ltd

Owner: Mr & Mrs Waggett

To determine development application No.426/06, which seeks consent for a first floor addition and alterations to ground floor of an existing dwelling house.

Recommendation:

Approval.

GB.5 Companion Animals Advisory Committee - Minutes of 9 August 2006

306

File: S03449

To submit Minutes of the Companion Animals Advisory Committee held on 9 August 2006 for the information of Council.

Recommendation:

That the Minutes of the Companion Animals Advisory Committee meeting held on 9 August 2006 be received and noted and that it be noted that the Committee will be meeting on an annual basis unless needed otherwise.

- A. That the minutes of the Companion Animals Advisory Committee meeting held on 9 August 2006 be received and noted.
- B. That it be noted that the Committee will be meeting on an annual basis unless needed otherwise.

GB.6 Analysis of Land & Environment Court Costs 2005/2006

312

File: S02466

To provide information in relation to proceedings to which Council is a party in the Land & Environment Court for the year ended 30 June 2006.

Recommendation:

That the analysis of Land & Environment Court costs for the financial year 2005/2006 be received and noted.

GB.7 Ku-ring-gai Youth Development Service - Cleaning of Premises

320

File: P55058

To advise Council of a request from Ku-ring-gai Youth Development Services Inc (KYDS) for Council to fund the cleaning of the KYDS premises at the rear of the Lindfield Library.

Recommendation:

That Council approve funding of \$1,284.40 per annum for the cleaning of the KYDS premises at the rear of the Lindfield Library.

GB.8 2005 to 2009 Management Plan, 4th Quarter Review as at 30 June 2006

File: S03918

To report to Council on progress made toward achieving Key Performance Indicators as contained in Council's 2005-2009 Management Plan.

Recommendation:

That the 4th quarter Management Plan review 2005-2009 be received and noted.

GB.9 Investment Cash Flow & Loan Liability as at 30 June 2006

368

326

File: S02722

To present to Council the Investment allocation and the performance of funds, monthly cash flow and details of loan liability for June 2006.

Recommendation:

That the summary of investments, daily cash flows and loan liability for June 2006 be received and noted.

GB.10 Investment Cash Flow & Loan Liability, July 2006

377

File: S02722

To present to Council the investment allocation and the performance of funds, monthly cash flow and the details of loan liability for July 2006

Recommendation:

That the summary of investments, daily cash flows and loan liability for July 2006 be received and noted.

GB.11 Sportsground Management in New South Wales

385

File: S02993

For Council to consider a draft submission to the NSW Standing Committee on Public Works regarding their inquiry into Sportsground Management in New South Wales.

Recommendation:

That the draft submission attached to this report be formally submitted as Council's submission to the Standing Committee on Public Works regarding their Inquiry into Sportsground Management in New South Wales. Information regarding Council's submission is to be distributed to the Ku-ring-gai Sporting Community.

That Council expresses its interest to the NSW Standing Committee on Public Works on being part of any future working party or forum that is established as a result of this inquiry.

GB.12 Trial Use of Warrimoo Oval as Dog Off-Leash Area

389

File: SO2038

To report to Council on the trial use of Warrimoo Oval and Queen Elizabeth Reserve sportsfield as a dog off-leash area.

Recommendation:

That following the trials at Warrimoo Oval and Queen Elizabeth Reserve sportsfield, the ovals be formally established as a dog off-leash area when not being used for organised sport or games. It is recommended that Toolang Oval no longer be recognised as a dog off leash area and for the carry forward funding on this project be used to embellish the next off leash are on the priority list. The prioritisation schedule for capital works upgrade of dog off leash areas will need to be adjusted with the matrix applied to Warrimoo Oval to determine it's position in this schedule.

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GB.13 Application for Rezoning - 1228 to 1274 Pacific Highway, Pymble/ Turramurra & 1 Beechworth Road, Pymble

395

File: S04082

To consider an application for the rezoning of residential lands at 1228-1274 Pacific Highway, Pymble / Turramurra and 1 Beechworth Road, Pymble to 2(d3) to permit multiunit development.

Recommendation:

That Council resolve to prepare a Draft Local Environmental Plan (exclusive of 1228 Pacific Highway) to rezone 1234-1274 Pacific Highway, Pymble / Turramurra and 1 Beechworth Road, Pymble to 2(d3).

GB.14 Concrete Works, 2006 to 2007 - Schedule of Rates Contractor List

863

File: S04798

To consider the appointment of tenders to a list of Schedule of Rates Contractors for Concrete Works for 2006/2007.

Recommendation:

Acceptance of tenders and inclusion of tenderers in list of contractors.

GB.15 2006 to 2007 RTA Program Funding

868

File: S02388

To approve Council's allocation of the 2006-2007 Roads and Traffic Authority Program Funding and to accept the Block Grant for 2006-2007.

Recommendation:

That Council accepts the grants of \$50,000 under the Traffic Management Program, \$39,000 under the Road Safety Program and \$225,000 under the Repair Program. That Council accepts the Roads Component of \$183,000 and the Supplementary Road Component of \$82,000 but not accept the Traffic Facilities component of \$276,000 of the Regional Roads Block Grant for 2006-2007.

GB.16 Five Year Footpath Program 2006 to 2011

879

File: S02627

To seek Council's approval of a Five Year Rolling New Footpath Program for the years 2006-2011.

Recommendation:

That Council adopts the 2006-2007 New Footpath Program and the 2007-2011 Program as a Draft Rolling Program.

GB.17 Capital Works Program for Traffic Facilities 2006 to 2011

885

File: S03753

To seek Council approval for the Capital Works Program for Traffic Facilities for 2006-2011.

Recommendation:

That Council adopts the 2006-2007 Traffic Facilities Program and the draft 2007-2011 Program.

GB.18 Community Consultation on Entry Signs

891

File: S02425

To report on the outcome of the public exhibition of the proposed entry sign designs.

Recommendation:

That Council notes the comments from the community on the entry sign and selects a preferred option for the installation of the entry signs.

GB.19 Council Facilities Committee Charter

897

File: S05043

To seek Council's endorsement of the draft charter for the new Council Facilities Committee.

Recommendation:

That the Charter for the new Council Facilities Committee as attached be adopted.

GB.20 2005 to 2006 Budget Review 4th Quarter Ended June 2006

904

File: S04708

To present to Council the end of year financial review for 2006.

Recommendation:

That Council receive and note the contents of this report.

GB.21 Ravenswood School for Girls - Deed of Lease over a Portion of Road Reserve in Henry Street, Gordon

991

File: P54726

Ward: Gordon

For Council to grant a further lease to the Uniting Church in Australia Property Trust (NSW) for and on behalf of, Ravenswood School for Girls (Ravenswood) over a portion of road reserve in Henry Street, Gordon for car parking purposes.

Recommendation:

That Council approve a Deed of Lease over a portion of road reserve in Henry Street, Gordon to Ravenswood for five (5) years from 1 January 2005.

EXTRA REPORTS CIRCULATED AT MEETING

MOTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN

NM.1 Transport Policy - for Local Schools

996

File: S02527

Notice of Motion from Councillor T Hall dated 14 August 2006.

As a community that respects its lifestyle values and has regard for the health of its residents particularly the health and welfare of their children attending the local schools in Ku-ring-gai, and to reduce the local traffic congestion around local schools;

I move:

"That this Council amend its Transport Policy to reflect better methods of encouraging parents with young children attending local schools to take more advantage of public

transport or walking to and from their local school where appropriate, to address the community's general growing concerns about adolescent obesity.

"That the General Manager be requested to provide a report on ways and means of Council achieving this objective in co-operation with parents, transport, local school and other authorities and community organisations, during the current calendar year and that the policy resolved upon be incorporated into Council's next management and current community plans for appropriate action and publicity."

BUSINESS WITHOUT NOTICE - SUBJECT TO CLAUSE 14 OF MEETING REGULATION

QUESTIONS WITHOUT NOTICE

INSPECTIONS COMMITTEE - SETTING OF TIME, DATE AND RENDEZVOUS

CONFIDENTIAL BUSINESS TO BE DEALT WITH IN CLOSED MEETING - PRESS & PUBLIC EXCLUDED

The Item listed hereunder is recommended for consideration in Closed Meeting, Press & Public excluded for the reason stated below:

C.1 Purchase of 102 Rosedale Road for Conservation

1

(Section 10A(2)(c) - Information that would confer a commercial advantage)

File: P57397

Mayoral Minute dated 14 August 2006.

John McKee GENERAL MANAGER

** ** ** ** ** ** ** ** ** ** ** **

Environmental Planning & Assessment Act 1979 (as amended)

Section 79C

1. Matters for consideration - general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

- a. The provisions of:
 - i. any environmental planning instrument, and
 - ii. any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority, and
 - iii. any development control plan, and
 - iv. any matters prescribed by the regulations,

that apply to the land to which the development application relates,

- b. the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,
- c. the suitability of the site for the development,
- d. any submissions made in accordance with this Act or the regulations,
- e. the public interest.

MAYORAL MINUTE

RELOCATION OF KILLARA CROQUET CLUB

I have been concerned for some time about the proposal to relocate the Killara Croquet Club from Regimental Park to West Lindfield, particularly since the Waterboard have informed Council that they do not need to take further action at Regimental Park for at least a decade.

This decision is causing distress to a group who have occupied their site for many years, and who contributed a major amount of their clubhouse which cannot be moved when they relocate.

I believe that Council needs to be involved in any decision making on this issue.

Therefore I recommend that Council decide whether the Killara Croquet Club should be relocated to West Lindfield.

RECOMMENDATION

That Council not proceed with the relocation of the Killara Croquet Club.

Elaine Malicki Mayor

Attachments: Background Information circulated under separate cover:

Letter Barry O'Farrell MP of 9 August 2006 - 651033 Email Killara Croquet Club of 8 August 2006 - 650322 27 Redleaf Avenue, Wahroonga NSW 2076 tel 9487 8588 fax 9487 8550 email barry@barryofarrell.com website www.barryofarrell.com

9 August 2006

Cr Elaine Malicki Mayor, Ku-ring-gai Municipal Council 818 Pacific Highway GORDON NSW 2072

Dear Elaine

I refer again to the issue of the proposed move of the Killara Croquet Club Inc from Regimental to the West Lindfield Sports Club and the issues raised in my letter of 19 June.

There has been on-going dialogue between the Club and Council officers on this matter. I remain concerned the issue is unresolved.

The principle issues at stake remain:

- the ability of the Croquet Club to continue to access two lawns at a new site; and
- relocation of the existing clubhouse or provision of suitable alternative accommodation at West Lindfield.

The Club (and I) remain concerned at the possible conflict that may arise at West Lindfield under the option currently being proposed by council officers. That is, with:

- the Soccer Club over its desire to establish a Footsol Court and the Croquet Club's wish to maintain access to two lawns; and
- the Bridge Club if the Croquet Club's social space is 'shoehorned' into a corner of the existing West Lindfield Sports Club, immediately adjacent to the serious business of bridge playing.

I maintain my larger concern about the taxpayers' investment (via a NSW Government grant) in the Croquet Club's clubhouse. The \$15,000 was specifically provided for this purpose. My worry is the likely impact upon future applications from sporting groups in this area if Council is seen to be so cavalier in its treatment of an asset part financed in this way.

The Club would be willing to move if these matters could be resolved. For my part, I strongly support better use of the West Lindfield Sports

Working for Ku-ring-gai



Club. But I remain concerned the proposal, as it stands, fails to either meet the reasonable needs of the Croquet Club or settle the likely contentious issues that could arise between the Croquet Club and the soccer and bridge clubs.

Put simply, I believe the matter won't be resolved unless some political willpower is exerted and I write in the hope you can take the matter up and have its resolved satisfactorily for all parties.

Yours sincerely

Esamel

Barry O'Farrell

E-Mail Message

From: Fay [SMTPfay@cskk.homeip.net]

To: KMC MayorPA[EX:/O=KMC/OU=FIRST ADMINISTRATIVE

GROUP/CN=RECIPIENTS/CN=MAYORPA]

Cc:

Sent: 8/08/2006 at 6:17 PM **Received:** 8/08/2006 at 6:19 PM

Subject: Killara Croquet Club info before committee mtg 8 Aug

Attention Elaine Malicki

Dear Elaine

The following letter will be in the mail to Steven Head tomorrow.

However, I understand that there will be a committee meeting on Wednesday morning and I would appreciate your reading the contents of the letter which I hope will clarify the position of the Croquet Club.

We feel that if our concerns are known to Council before this meeting it may forestall problems down the track.

Kind regards Fay Simpson

cc. Cr. N. Ebbeck, Cr. Tony Hall, Cr. Ian Cross, Mr. J. McKee, Mr. G. Pinconi, Mr. Barry O'Farrell MP

7 August 2006

Mr. Steven Head
Director Open Space & Planning
Ku-ring-gai Council
Locked Bag 1056
PYMBLE NSW 2073

Dear Steven

RE: KILLARA CROQUET CLUB AT REGIMENTAL PARK, KILLARA

Thank you for your letter dated 7 August 2006 in reply to ours of 1 June 2006.

We fully understand Council's wish to utilise the lawns at West Lindfield Sport and Recreation Club and to reconfigure Regimental Park. However, we feel we are being squeezed into premises which are inferior to those we now occupy. We would be prepared to move to West Lindfield if Council was prepared to give us facilities equal to those we would leave behind at Killara. That is:

- . Exclusive use of two full croquet lawns and
- . Exclusive use of a clubhouse equal in size to the one we designed and had built only five years ago, and for which we have paid so much money.....\$46,000. (Council's contribution to this building was only about \$15,000 and we believe it is not reasonable to expect us to leave it for the use of others without proper recompense).
- . Under current conditions Council maintains our lawns by mowing and marking on a regular basis and in the past has renovated one lawn each year to maintain a good surface.

So far Council has offered us (but only verbally):

- (a) Two lawns initially but we understand you have also agreed to the Soccer Club taking one of these lawns for use as a Footsel Court, saying that at that time Council would extend one of our lawns to put two lawns side by side. However, we believe there are two problems with this:
- 1. If the lawn extension is not completed and the lawn in play BEFORE the Footsel court is started, we will be reduced for one lawn, or less if the work encroaches on the lawn in play, for as long as the work takes. It is likely that we would be reduced to no lawn at all for some months which would probably force the closure of the club altogether. (Council would again be left with under utilised facilities at West Lindfield).
- 2. At the time the extended lawn was discussed Council raised the possibility of environmental problems in the area of the extension. We would need assurance in writing from Council that there are no concerns of this sort, either now or in the future.

The Council has also offered us (verbally):

(b) A clubhouse area smaller than the one we built at Regimental Park and which is to be shared with three other clubs, (soccer, rugby and bowls). This is not an "appropriate facility" (your words in your letter to Mr. Barry O'Farrell) and is unacceptable to Killara Croquet.

If Council wishes us to leave our investment behind for the use of others at Regimental Park, they must ensure that we have equivalent facilities for our exclusive use at West Lindfield. The planned extensions to the building at West Lindfield which have been shown to us do not provide this. There is ample room for a separate clubhouse for the croquet club at West Lindfield (either a new one or our own building

relocated). This would leave the area for the "tea room" shown on the plans available for the other three clubs who appear to be satisfied with this.

Our use of the Clubhouse at Regimental Park is extensive. At this time of year in particular it is in use nearly every day, as are the lawns. However, it is our use of the clubhouse which may prove unsatifactory to the Bridge Club which also requires use of the main building every day, use of the kitchen area every day and will not appreciate the noise which will issue from the croquet club's use of the "tea room".

Two final points which we believe should be addressed are:

- 1. In the negotiations with West Lindfield and the Council (which have been ongoing now for nearly three years) we have never been able to find out what our rent will be at West Lindfield or what money the Sport & Recreation Club will expect from Killara Croquet for building maintenance, insurance and other costs. Asking us to move without this information is unreasonable.
- 2. We question the building of a Footsel court in the proposed position adjacent to a Bridge Club and in a quiet residential area. As you will be aware, Footsel is soccer in a small enclosed area (usually but not always indoors). It is fast and furious, and very noisy. The soccer club is talking of using the court at night but it is very likely that it will also be used for long periods during the day in school holidays.

We request that you will take these points into consideration at the committee meeting tomorrow morning, so that we may all come to an amicable resolution in this matter.

Yours sincerely,

Fay Simpson President

88/06277/03 14 August 2006

PETITION

BALFOUR LANE CAR PARK, LINDFIELD - REQUEST FOR RESTRICTED PARKING - (ONE HUNDRED & FIFTY-ONE [151] SIGNATURES

"It has come to our attention that the Balfour Lane car park is owned by Ku-ring-gai Council and at present, there is no time restriction on car spaces. These spaces are more than often occupied by commuters from early in the morning until late afternoon.

After numerous complaints from our customers about the lack of available parking spaces we have come to the realisation that the parking is being utilised predominantly by commuters who are parking there first thing in the morning and not returning to their cars until last thing in the afternoon.

This is directly affecting our business and that of other businesses in the direct vicinity as customers cannot get a parking space and are being forced to shop in other suburbs where they can park close to their retail outlets.

We have noted that in the Meeting of Council (Lindfield Centre Recommendations) report dated 11 May 2006 that the responses from residents in Lindfield noted that the worst point about living in Lindfield was the lack of parking.

To ease the situation in this area, we propose that Council place restrictions of two (2) or three (3) hours on the parking spaces to enable them to be turned over throughout the day."

RECOMMENDATION

That the Petition be received and referred to the appropriate officer of Council for attention.

PETITION

37 RYDE ROAD, PYMBLE - STRONG OPPOSITION TO SIGNAGE & PROPOSED REMOVAL OF TREES - (TWENTY-THREE [23] SIGNATURES)

The following Petition was presented by Councillor Lane:

"We, the undersigned, being residents adversely affected by DA 833/06 presently before Council, strongly oppose approval of the following elements of the application:

1. ROOF SIGNAGE:

- a. We do not object to building identification signage per se but oppose the application for placement of an illuminated sign approximately 4.3m x 1 .6m in dimension on the tallest part of the building ie. lift motor room wall. No similarly positioned signage has been adopted by any of the applicant's corporate neighbours.
- b. As the proposed roof signage is set well back from the roof perimeter, its building identification value to passing traffic is very limited. In fact, such signage would not be visible at all to eastbound traffic, regardless of proximity to the building. Mature eucalypts on the upper side of the building would largely obscure the proposed roof signage from westbound traffic until in close proximity.
- c. The roof signage will, however, be very visible to numerous residents on the opposite side of Ryde Rd and the impact will be much worsened by the signs:
 - 1. Prominent illumination each night
 - 2. Much closer vertical plane to the affected residents. Many of the residents' dwellings are on a sandstone ridge rising up to 4m above Ryde Rd and nearly level with the upper storey of the applicant's building.
- d. If the proposed roof sign is of very limited benefit as building identification, its only other possible value would be to serve the applicant's corporate advertising objectives.

As the roof sign would be totally obscured from nearly all eastbound traffic, and largely obscured from westbound traffic, it will again be pre-existing residents living in a residential zone who will suffer the sight of unwanted passive daytime advertising and the excessive intrusion of evening illuminated signage.

DA0833/06 23 August 2006

2. TREE REMOVAL:

- a. The applicant's building has been in situ for more than 25 years and the trees in question have been part of the immediate tree-scape for all of that time. We are not aware of any justification for their removal that would not have applied to previous occupants of the building.
- b. Current Ryde Rd numbering of the building is visible to eastbound traffic and any improvements to street numbering do not require removal of any trees.
 These trees are on the Ryde Rd nature strip and in a modest way are a natural extension of Council's heavily timbered and recently upgraded AGAL Reserve which is alongside, and to the rear, of the applicant's property".

RECOMMENDATION

That the Petition be received and referred to the appropriate officer of Council for attention.

Item 1

S04365 15 August 2006

ROSEVILLE CENTRE - DRAFT LOCAL ENVIRONMENTAL PLAN AND DRAFT DEVELOPMENT CONTROL PLAN

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To have Council consider and adopt the draft

Local Environmental Plan (LEP), Draft

Development Control Plan (DCP and associated strategies for the Roseville Centre and submit the Draft Plans to the Department of Planning to seek their approval for formal exhibition of the

Draft LEP and Draft DCP.

BACKGROUND: The Minister has directed Council to prepare

plans for additional housing in and around its town centres and to provide for retail and commercial activities to meet the needs of the

local community.

COMMENTS: Council has adopted an integrated, place-based

approach to planning for the Roseville Centre. This report provides a Draft LEP and Draft DCP

and other strategies consistent with the

Minister's Direction for Council's consideration.

RECOMMENDATION: That Council endorse the Draft Plans for formal

public exhibition as outlined in the

recommendations.

Item 1

S04365 15 August 2006

PURPOSE OF REPORT

To have Council consider and adopt the draft Local Environmental Plan (LEP), Draft Development Control Plan (DCP and associated strategies for the Roseville Centre and submit the Draft Plans to the Department of Planning to seek their approval for formal exhibition of the Draft LEP and Draft DCP.

BACKGROUND

Following Council's resolution of 23 May 2006, this report provides further detailed planning and urban design analysis, building envelopes, and feedback from a further range of studies on landscape, traffic, economic feasibility studies and stakeholder consultation. The key planning controls and documentation for the Roseville Centre are presented including a Draft LEP and Draft DCP for adoption for formal public exhibition.

In a letter dated 27 May 2004, the State Government gave a direction (under Section 55 of the Environmental Planning and Assessment Act) to Council to prepare an LEP in relation to areas in and around existing retail and commercial centres in the rail / road corridor and St Ives Centre as Stage 2 of its Residential Development Strategy.

This requires Council to prepare plans for additional medium density housing, including shop top housing and re-evaluation of density controls on existing medium density zones. It also requires Council to provide for retail and commercial activities in centres to cater for the needs of the local community. In line with this direction, Council has finalised the planning for the Roseville Centre as a Draft LEP and Draft DCP and associated strategies for Council's consideration prior to submitting the Draft Plans to the NSW Department of Planning seeking permission to formally exhibit the Draft Plans.

The planning documentation has been prepared by Council's integrated town centres team and specialist consultants. It includes traffic, parking and transport modelling, comprehensive urban design analysis, community facilities and open space planning, the framework for a preliminary public domain concept plan and independent economic feasibility analysis / testing of proposed development scenarios. A development contribution strategy is also being prepared to identify and allocate funding mechanisms to implementation. Continuing community engagement will relate these to whole-of-community aspirations for the Roseville Centre.

Council's 2005-2009 Management Plan sets out the direction of Council in relation to planning for the commercial centres.

Where do we want to be in 5 years?

"This planning will provide a good foundation for Ku-ring-gai being a vibrant place to live in the decades ahead, while maintaining its unique character, natural environment and heritage. Integration of Council's planning will improve the liveability and vitality of local communities and the sustainability of the area. Council must respond to NSW Government and community demands

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for additional housing, greater housing choice and associated facilities, mindful of the need to enhance quality of life at Ku-ring-gai in the 21st century".

What we will do this year

Council's Management Plan identifies the following actions relevant to planning for the Roseville Centre:

Continue to implement Stage 2 of the Residential Development Strategy by preparing plans for major commercial centres;

Review classifications of community landholdings in association with Stage 2 of the Residential Development Strategy;

Prepare a comprehensive Public Domain Plan;

Develop plans for Traffic Management and other forms of transport in the main centres.

Measuring our achievements in 2005/2006

Finalise the Integrated Plan for Roseville Centre.

Council considered and adopted a report on 7 February 2006 that sets out the key processes to have all 6 centres finalised by the end of 2006, including the Roseville Centre.

The Roseville Centre Integrated Plan will:

Produce a DCP and LEP consistent with the community's values and vision, with requirements of the Ministers Section 55 Direction, LEP 194 and DCP 55, in accordance with best practice planning principals and State Environmental Planning Policy 65 and the NSW Residential Flat Design Code, the Draft NSW standard LEP template and the Metropolitan Strategy.

Seek, engage and build-in community and relevant stakeholder values, during the formal exhibition of the draft plans.

Following the exhibition of a Draft LEP and Draft DCP, review submissions and finalise a suite of planning documents for final adoption by Council and submission to the NSW Department of Planning, including a new Development Contribution Strategy, and action plans for Public Domain, Traffic & Parking, and Community Facilities.

COMMENTS

Summary of Council's resolved position on 23 May 2006:

Resolved:

Item 1

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"That Council adopt in principle the preferred Roseville Land Use Plan as outlined in this report and in Attachment G, as amended, to guide future development of retail, residential, community and commercial activity within the Roseville Centre."

A summary of Council's adopted land use strategy (23 May 2006) for the Roseville Centre is as follows:

Roseville will be a Village as defined by the Metropolitan Strategy, and will comprise:

- approximately 14,000sqm of retail / commercial floor space on ground level;
- small scale commercial floor space within the retail core catering for professional offices, medical centres, and a range of other uses;
- around 888 new residential dwellings (including both RDS Stage 1 and RDS Stage 2) within a 400 metre radius of the centre;
- a new village green behind the shops on Lord Street providing a central community meeting place;
- increased public parking on existing Larkin Lane car park site.

Copies of Council's reports and resolutions of 23 May 2006 are included in **Attachments 1A and 1B**.

Draft Development Control Plan

The proposed DCP to apply to the Roseville Centre will take the form of an amendment to the Draft Ku-ring-gai Town Centres Development Control Plan.

Recent amendments to Part 3 of Environmental Planning and Assessment Act have resulted in Council only being allowed to have one DCP applying to land covered by the Draft Ku-ring-gai (Town Centres) Draft LEP. This has resulted in the Draft Town Centre DCP being drafted as a comprehensive DCP, containing all development controls to apply to land covered by the Draft LEP. It is proposed to only amend Part 2 (Vision, Objectives and Strategies), Part 3 (Public Domain Controls) and Part 4 (Primary Development Controls) of the Draft DCP to incorporate the relevant master planning provisions for the Roseville Centre. The remaining general provisions contained in the other parts of the Draft DCP (Parts 1 and 5 to 9) will also apply to Roseville Centre, and it is not proposed to make any amendment to those provisions except for car parking rates.

The new Section 74C of the Environmental Planning and Assessment Act, also clarifies that a DCP may not duplicate the provisions of an LEP, be inconsistent with an LEP, or contain provisions that prevent compliance with an LEP. Every effort has been made to ensure that the Draft DCP provisions applying to Roseville satisfy the requirements of the Act, with the controls contained in the Draft DCP being consistent with the development standards contained in the Draft LEP.

Proposed DCP Provisions for the Roseville Centre

A copy of the Draft DCP provisions to apply specifically to Roseville Centre are contained in **Attachment 2**. These consist of the following components.

Part 2: Vision, Objectives and Strategies

This part contains the vision for the Roseville Centre developed in conjunction with the community. It also presents a series of objectives and strategies guiding future character, form and function to help achieve the vision. It is intended that this part sets out a framework for the proposed controls and guidelines in Parts 3 and 4 by providing an understanding of the development context.

Part 3: Public Domain Controls

This part contains a set of controls and guidelines to help guide the public domain improvements in conjunction with the development of private land. It provides a strategic guidance for the desired future character of the public open space (existing and proposed) and streets within the Roseville Centre.

The public domain controls are in the form of street by street controls and include controls/guidelines for street definition, parking, paving, street tree planting, street furniture, lighting and powerlines, whilst taking into consideration the potential of adjoining properties and public spaces. A Public Domain Manual and Town Centre Style Guide are also to be developed that will address detailed design requirements for public domain improvements and ensure consistency of design within and across centres.

Part 4: Primary Development Controls

Part 4 of the Draft DCP contains the provisions of the final detailed Master Plan that has been developed for the Roseville Centre. The development standards contained in the Draft LEP are consistent with the master plan provisions and facilitate the enforcement of the Master Plan.

Part 4 of the Draft DCP includes site specific building envelope controls for each of the key sites within Roseville. There is a focus on both mixed use and residential only development areas, to ensure desired built form outcome. These controls specifically respond to the resolutions of Council on 23 May 2006 and link these to the objectives and strategies set out in Part 2 that define the future urban structure for Roseville.

The site specific controls are in the form of building envelopes which establish the allowable bulk, height and the position of development on each site. The primary development controls include controls for building use and ground floor activities, site amalgamation, building height, building depth and separation, building setback, building articulation, active frontage, vehicle access and deep soil zone/private open space. It is intended that this urban form methodology provides a greater certainty of outcome for Council, community and site owners.

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The building envelope control drawings are expressed through a combination of drawings (plans and sections) and text. Three-dimensional diagrams are also used to assist in the interpretation of the development guidelines and controls. It is important to note that a building envelope is not a building, but a three dimensional zone that limits the extent of a building in any direction. It defines the extent of the overall building zone in plan and section within which a future building can be located.

The Draft Master Plan has been determined through stakeholder consultation, a thorough urban design analysis and economic assessment. A feasibility model for some of the key sites is provided in the confidential **Attachment 3** – *Roseville Centre Economic Feasibility* prepared by BEM Property Consultants. The controls are also consistent with the Retail Strategy for Roseville Centre. Council's economic feasibility consultant has provided preliminary verbal advice that economic testing is generally feasible in line with site model testing.

Section 54 Notification

The Draft LEP has been formatted to be consistent with the NSW Government gazetted the Standard Instrument (Local Environmental Plans) Order 2006.

In addition Council has received advice from the Department of Planning on 5 July 2006 in relation to the Section 54(4) notifications for Gordon, Pymble, Lindfield and Roseville. Authorisation has been issued subject to the conditions within the specific schedules for each centre.

A copy of the Roseville Centre Schedule No. 2 – Roseville Centre is included in **Attachment 4**. These required changes have been made and incorporated into the Draft LEP Amendment No. 2 and the relevant supporting documentation and maps as they apply to the Roseville Centre.

Council will be required to submit the Draft LEP prior to a Section 65 Certificate being issued and to provide a copy of the certificate and accompanying instrument and maps when the LEP is exhibited.

Precinct by Precinct Description

A detailed discussion on how the proposed Draft DCP provisions respond to the planning considerations of the key sites is included below. This section is structured to provide a detailed account and analysis of the process of resolving the final building envelopes which form Part 4 of the Draft DCP as it applies to Roseville Centre.

The analysis is undertaken on a precinct basis. Roseville Centre has been divided into a number of precincts these are shown in **Attachment 5**. The final outcomes of this discussion are illustrated in Part 4 of the Draft DCP in **Attachment 2**.

Each subsection contains:

Background (specific to the planning topic); Issues and opportunities (assessment, feedback from testing and solutions); Item 1 S04365 15 August 2006

Final analysis and recommendations (including the relevant LEP/DCP Controls or recommended actions).

Precinct A – Pacific Highway / MacLaurin Parade / Larkin Street (including Council Car Park)

Background

Precinct A defines the central retail core of Roseville Centre to the west which is in close proximity to the railway station. It is broadly bounded by Pacific Highway to the east, MacLaurin Parade to the south, Larkin Street to the west, and traversed by Larkin and Sixth Mile Lanes.

This key precinct incorporates several distinct areas:

- A traditional main street retail area (64-116 Pacific Highway) currently zoned under KPSO 3(a)-(A2) Retail Services with rear service access via Larkin Lane. This area also includes a Council car park with a total of 44 spaces to the rear of the shops. The Rifleway is the main pedestrian connection between the highway and the car park. Roseville Cinema at 112-116 Pacific Highway is an existing heritage item.
- Residential sites currently zoned 2(e) to the west of Larkin and Sixth Mile Lanes have a mix of built form comprising apartments and single detached houses. The existing heritage listed property at 1 MacLaurin Parade is an Inter-War Functionalist style dwelling and is largely intact.
- A large residential site currently zoned 2(d) with a frontage to Pacific Highway (118-122 Pacific Highway) has been built out with 3 storied strata-titled apartments, which are unlikely to redevelop in the foreseeable future.
- Memorial Park, currently zoned part 6(a) Recreation Existing and part reserved for County Road Widening, has frontages to both Pacific Highway and MacLaurin Parade. It is situated at the south east corner of this precinct.

Council resolved on 23 May 2006 that this precinct be rezoned to B2 Local Centre to provide a mix of retail, commercial and shop top housing. The existing Memorial Park site was proposed to be rezoned to Public Recreation (RE1).

Council's urban design consultant Hill Thalis has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

In addition, Council's heritage consultant City Plan Heritage has undertaken further investigation and research on the existing heritage item at 1 MacLaurin Parade. A full report outlining the detailed assessment and recommendations is included in **Attachment 6A**.

Issues and opportunities

During the development of the public domain and built form controls for the precinct, the following were identified and considered:

- The existing Council car park on Larkin Lane could be redeveloped with an improved configuration to provide additional public parking. Any future undercover parking should be designed to maximise natural ventilation and lighting.
- The existing Larkin Lane car park site has some potential to provide improved public domain area with new landscaping within the commercial centre.
- The retail strip fronting the highway is particularly constrained in terms of redevelopment as a result of fragmented ownership and the narrowness of some of the sites which restricts basement parking. Redevelopment will require certain lot amalgamations to provide sufficient basement parking.
- Future development along the highway is to have adaptable first floors with higher floor to ceiling heights to cater for small professional offices.
- The shop top housing fronting the highway must be configured to achieve good amenity for residents based on noise planning principles.
- The housing above the retail / commercial area on the west side of Larkin Lane must be positioned to minimise overshadowing impacts on Larkin Street and adjoining areas. It also presents opportunities to maximise the views to the west from the proposed shop top housing.
- Minimisation of building heights along Larkin Street will provide transition to the adjoining low density residential areas.
- The existing retail strip on the highway features a reasonable degree of integrity and consistency in its Federation and Inter-War buildings. The row is considered to demonstrate potential for adaptation with retention of the streetscape qualities.
- Roseville Cinema is considered to be limited in its architectural or aesthetic merit yet is likely to have some significance for its historical and social values. The building has been heavily altered and there is the opportunity for its adaptation.
- The existing heritage item at 1 MacLaurin Parade has land use conflict with the proposed new accessway and parking arrangements.

Final analysis and recommendations

The draft public domain and building envelope controls are shown in the Draft Roseville Centre DCP Part 3 and Part 4 Precinct A and are summarised as below:

• It is proposed that the redevelopment of main retail area fronting Pacific Highway will provide:

- Approximately 4,160sqm NFA of retail / commercial space on the ground floor (including existing floor space);
- Possible first floor commercial space to cater for small professional offices;
- Up to 83 residential apartments above retail;
- 5 storey building height limit (including RSL and Roseville Cinema sites).
- It is proposed that redevelopment of the existing Council car park site on Larkin Lane will include:
 - 2 levels of public parking (including one level of undercover parking) to accommodate both existing and future parking requirements;
 - A wide strip of deep soil landscaping area with significant trees along the western edge of the car park site.
- The redevelopment of current 2(e) sites on the west of Larkin and Sixth Mile Lanes will have:
 - Up to 103 dwellings in total with 75 new dwellings in the form of shop top housing;
 - Approximately 2,360sqm NFA of retail / commercial space on the ground floor fronting Larkin Lane;
 - Building heights of 5 storeys fronting Larkin Lane and 3 storeys fronting Larkin Street.
- Retention of heritage listing for Roseville Cinema (112-116 Pacific Highway) with a potential for future adaptive reuse.
- Removal of heritage listing on property at 1 MacLaurin Parade as recommended by City Plan Heritage (**Attachment 6A**). While the dwelling does demonstrate significant values it does not reach a threshold of significance in consideration of its isolation and the potential of the surrounding context.

Precinct B – Pacific Highway / Boundary Street

Background

Precinct B is a parcel of land between the highway and the rail corridor defined by Boundary Street to the south. The majority of sites within this precinct are zoned Residential 2(d), with the exception for the former Station Master's cottage site which is currently zoned Residential 2(h), allowing low scale medium density residential development and "garden shop" as the only permissible commercial use. Part of the site fronting Boundary Street is currently reserved for County Road Widening.

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The northern end of this precinct (69-83 Pacific Highway) is predominantly occupied by retail and commercial uses, including a pot shop and a smash repair workshop. This area contains a few significant items, including the existing heritage listed former Commonwealth Bank building (83 Pacific Highway) and the adjoining building (79-81 Pacific Highway) which was constructed in the Art Deco style. The former Station Master's cottage at 89 Pacific Highway also has heritage significance.

The remainder of the precinct to the south (5-67 Pacific Highway) contains predominantly existing strata-titled apartment buildings which are unlikely to redevelop in the foreseeable future.

Council resolved on 23 May 2006 that the northern part of this precinct (49-89 Pacific Highway) be rezoned to B2 Local Centre to provide a mix of retail, commercial and shop top housing, and the southern part (5-47 Pacific Highway) be rezoned to R4 High Density Residential to reflect existing use and development capacity. At this stage, however, no change is envisaged for proposed R4 zone.

In addition, Council's heritage consultant has undertaken further research on existing and potential heritage items at 79-83 and 89 Pacific Highway, including the Station Master's cottage. Full reports outlining an assessment of the buildings and proposed guidelines for adaptation are included in **Attachments 6B and 6C.**

Issues and opportunities

During the development of the public domain and built form controls for the precinct, the following were identified and considered:

- The existing open space adjoining the former Commonwealth Bank building could benefit from significant public domain improvements as it is in a very high pedestrian activity area of Roseville;
- The former Station Master's cottage could be redeveloped to provide an active retail frontage to the proposed new civic space around railway station;
- Future development fronting the highway is to have adaptable first floors with higher floor to ceiling heights to cater for small professional offices;
- The shop top housing along the highway must be configured to achieve good amenity for residents based on noise planning principles;
- Review of vehicular site access requirements will be required, in conjunction with RTA, to
 accommodate increased densities in the area. There is an opportunity for a new rear lane
 along the railway boundary to provide access to future developments fronting Pacific
 Highway.

Final analysis and recommendations

The draft public domain and building envelopes controls for the precinct are shown in the Draft Roseville Centre DCP Part 3 and Part 4 Precinct B. In summary they are:

- Public domain improvements to the existing open space adjoining the former Commonwealth Bank building with new paving and street furniture;
- Maximum building height of 5 storeys;
- Approximately 48 new dwellings in the form of shop top housing;
- Up to 790sqm NFA of retail space and 3,250sqm GFA of commercial space (including existing floor space).
- Possible new street connections incorporated as part of redevelopment, should redevelopment of these R4 sites occur in the long term. Deep soil landscaping with trees will be provided as part of the streets.
- The existing heritage item (former Commonwealth Bank building) at 83 Pacific Highway is to retain its heritage listing, and City Plan Heritage has recommended that the existing listing be amended to include the adjoining building at 79-81 Pacific Highway (**Attachment 6B**). The entire building could be adapted for future use while conserving the key elements of its streetscape significance in accordance with the proposed guidelines as follows:
- 1. The significant fabric which requires conservation includes:
 - All details and the form of external elevations listed below:
 - All elevations of banking chamber that are adjoined by curved corners;
 - Western elevation;
 - Awning and pressed metal soffit;
 - Intact shopfronts; and
 - Detailing to entry foyers.
- 2. Remanent internal fabric (which may or may not be extant) and relates to the former banking operations, such as the banking counter, furniture, the safe and internal detailing, should be assessed for its significance prior to removal or alteration with appropriate conservation action to be undertaken.
- 3. Consideration should be given to restoration works to the northern and western elevations.
- 4. Any major additions to the place must include conservation works to the significant fabric and provide for their undertaking.

- 5. No additions should occur over the northern banking chamber portion of the building.
- 6. Additions may occur of the southern retail portion of the building. Upper level additions should be set back from the parapet by 5m. Any upper level additions must not detract from the prominence of the building in the streetscape.
- 7. Alterations and additions may also occur behind the façade of the southern retail portion of the building.
 - The former Station Master's cottage at 89 Pacific Highway has been recommended for heritage listing with potential future adaptive reuse proposed (**Attachment 6C**). The following guidelines for adaptation apply:
- 1. For conservation of the place's significance it is necessary to conserve the form, plan and design of the building as it demonstrates its representative qualities. It is also necessary to conserve the physical relationship with the Station through its curtilage and the built form characteristics which demonstrate the period of construction.
- 2. The building has been adapted and is currently used for retail purposes. Therefore there is considered to be reasonable scope for the adaptation of the place.
- 3. The external form and detailing of the building is to be conserved.
- 4. Further sympathetic changes may occur to the cottage wherever previous changes have been made. Consideration should also be given to the restoration of features which have been removed.
- 5. Internal spaces may be sympathetically altered provided the original layout and configuration of rooms remains interpretable and substantial representative sample of original detailing and joinery is conserved in situ.
- 6. Additions may be located to the north of the cottage. They should be distinct in form and character and connected to the cottage via light weight link.

Precinct C – Bancroft Avenue / 5-35 Hill Street / Lord Street

Background

Precinct C defines part of the core area of Roseville Centre to the east which is bounded by Bancroft Avenue to the south, Hill Street to the west, and Lord Street to the north.

This precinct is predominantly zoned under KPSO 3(a) - (A2) Retail Services with an allowable FSR of 1:1. There are existing 2(e) site (5 Hill Street) at the southern end and existing Special Uses 5(a) site (7 Lord Street) at the north-east corner of the precinct. A narrow lane separates part of the rear of properties fronting Hill Street from the low density residential areas to the east.

The Hill Street shops are significant as a relatively intact Inter-War shopping streetscape. The consistent scale and rhythm of buildings give the streetscape a distinctive village-like character. The individual buildings feature detailing, materials, fenestration, proportions and roof forms common to the Inter-War period, and elements which define the aesthetic character of the streetscape. The majority of shopfronts have been redeveloped and retain only minimal evidence of the original fabric.

Council resolved on 23 May 2006 that this precinct be rezoned to B2 Local Centre to allow a mix of uses including retail, commercial and shop top housing. This rezoning includes part of the Uniting Church's land at 7 Lord Street. Council also resolved to rezone the property occupied by Uniting Church at 7a Lord Street to Special Purposes (SP2 Infrastructure) zone. Relevant Council's resolution read as follows:

"That the property of the Uniting Church of Roseville located at 7 Lord St ("the cottage") be included in Precinct J (now Precinct C) with B2 zoning, with the remainder of church land being zoned SP2."

However the proposed Special Purposes (SP2 Infrastructure) zone on Uniting Church's site has been removed as this zoning is not to be used for car parking, community facilities, churches or schools as requested by the NSW Department of Planning under the Section 54(4) notification (Attachment 4).

Council's urban design consultant in consultation with the heritage consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

In addition, Council's heritage consultant City Plan Heritage has undertaken detailed assessment of the external fabric of the existing Hill Street building to identify the opportunities and constraints for redevelopment.

Issues and opportunities

During the development of the built form controls for the precinct, the following were identified and considered:

- Opportunity exists to adapt some of the existing buildings fronting Hill Street and conserve
 the streetscape character of the area. Redevelopment is likely to occur at the rear of the
 buildings, providing an address to the laneway;
- An appropriate setback should be established for upper level additions that will be in excess of the existing height so that the additions will not dominate or detract from the significance of the streetscape. Any additions should also be distinct from the original building form and simple in detail;
- A parking concession may be required to give incentive to sensitive and viable redevelopment of the existing Hill Street buildings;

- Some sites within this precinct are likely to be amalgamated to incorporate a small supermarket as an anchor to the centre;
- Shop top housing must be configured to achieve good solar access and amenity for residents and minimal overshadowing impacts on public areas;
- Extension of the existing rear lane to improve permeability in the area;
- Improvements to the existing rear lane including provision of new footpaths and lighting.

Final analysis and recommendations

The draft building envelopes controls for the precinct are shown in the Draft Roseville Centre DCP Part 4 Precinct C. In summary they are:

- Maximum building heights of 5 storeys to the rear of the development;
- Approximately 4,510sqm NFA of retail space and 770sqm GFA of commercial space in total (possibly includes a small supermarket of approximately 800sqm);
- Up to 59 new dwellings in the form of shop top housing;
- Proposed widening to the existing rear lane with new footpaths implemented as part of site redevelopment;
- Proposed extension to the existing rear lane which may be achieved through redevelopment of some sites and acquisition of part of Uniting Church's land at 7 Lord Street.
- Some Hill Street shops within Precinct C have been identified as "Contributory Buildings", including properties 17 (not house behind), 19-23, 25, 27-29, 31-35 Hill Street, by City Plan Heritage for future potential adaptive reuse. The future redevelopment must comply with the following guidelines:

Adaptive Re-use

- 1. The principal building form of contributory buildings is to be retained and conserved. The principle building form includes:
 - the facade and facade detailing:
 - intact shopfronts;
 - the roof as visible from Hill Street; and
 - The floor plate over two storeys to a depth of 10m from the façade.
- 2. The principal building form of corner buildings applies to both the Hill Street and Lord Street frontages of the building.

3. Adaptation of, and additions to, contributory buildings must allow for conservation works to the façade and roof as visible from Hill Street. Conservation works should include, but not be limited to the removal of later intrusive fabric, the reconstruction, restoration or repair of original fabric. Conservation works should be based on surviving physical evidence or historical documentation such as the panoramic photograph from the 1920s that is held by the Ku-ring-gai historical society. Where sufficient historic documentation is not available then new fabric sympathetic to the period and style of the building will be appropriate.

4. Contributory buildings are to be painted in a traditional colour scheme sympathetic to the period and style of the building. Unpainted surfaces of contributory buildings, particularly face brick walling, are to remain unpainted.

Additions

- 1. Additions to the principal building form are to be set back a minimum 10m from the Hill Street façade alignment.
- 2. Additions are to be architecturally contemporary and distinct in form and character from the contributory buildings yet should not compete with the aesthetic character and dominance of the contributory buildings in the Hill Street streetscape.

Infill Buildings

- 3. The street wall height of infill buildings along Hill Street is to be determined by the prevailing height of adjacent and neighbouring contributory buildings and is not to be greater than two storeys. Additional levels are to be set back 10m from the façade.
- 4. Infill buildings along Hill Street are to be sympathetic in materials, form, scale, massing, articulation, alignments and proportions to the contributory buildings but should not replicate contributory buildings or heritage items.

Precinct D – Lord Street / 37-63A Hill Street / Roseville Avenue

Background

Precinct D defines part of the core area of Roseville Centre to the east which is bounded by Lord Street to the south, Hill Street to the west, and Roseville Avenue to the north.

The precinct comprises of a combination of commercial and residential areas as follows:

- The commercial lands currently zoned 3(b)-B2 have a frontage to Hill Street with shops and offices serviced by an existing rear lane. It also includes the Council owned car park with a total of 62 spaces to the rear of the shops. The retail strip is particularly constrained in terms of redevelopment as a result of fragmented ownership and the narrowness of some of the sites which restricts basement parking.
- The residential areas currently zoned 2(e) (4 Lord Street and 3-7 Roseville Avenue) is predominantly occupied by existing apartments including a seniors housing development.

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Council resolved to rezone the existing 3(b)-B2 zone to B2 Local Centre zone to provide a mix of uses including retail, commercial, shop top housing and open space. It was also resolved to create a new village green (on the existing Lord Street car park site) and to provide basement public parking with some retained at grade. The relevant resolution read as follows:

"Council investigate ways of financing the conversion of the Lord Street Car Park to a park together with some at-grade car parking & undergrounding of at least the balance of the spaces."

Council also resolved that the existing 2(e) sites (3, 5, and 7 Roseville Avenue and 4 Lord Street) retain medium-density zoning at R3 Medium Density Residential. However, this rezoning is likely to be insufficient incentive to redevelop from some of the existing medium density developments.

Council's urban design consultant in consultation with the heritage consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

In addition, Council's heritage consultant City Plan Heritage has undertaken detailed assessment of the external fabric of the existing Hill Street buildings to identify the opportunities and constraints for redevelopment.

Issues and opportunities

During the development of the public domain and built form controls for the precinct, the following were identified and considered:

- There is an opportunity to create a new civic space on Council's car park site on the eastern side of the centre.
- The Hill Street shops are considered significant for their collective aesthetic and representative values as a largely intact group of Federation and early Inter War commercial buildings. There has been little infill development in the row although some reversible alterations have occurred to the facades. Opportunity exists to adapt the existing buildings and conserve the streetscape character of the area.
- An appropriate setback should be established for upper level additions that will be in excess of the existing height so that the additions will not dominate or detract from the significance of the streetscape. Any additions should also be distinct from the original building form and simple in detail.
- New additions to the rear of the shops must provide an active façade on the ground floor
 where possible which addresses the proposed civic space. Proposed shop top housing will
 also provide passive surveillance over this space.
- A parking concession may be required to give incentive for sensitive and viable redevelopment of the existing Hill Street shops.

- The shop top housing must be configured to achieve good solar access and amenity for residents and minimal overshadowing impacts on public areas.
- The existing rear lane (southern end) should be realigned to improve visibility and safety of the area.
- Improvements to the existing service lane including provision of new footpaths and lighting.

Final analysis and recommendations

The draft public domain and building envelopes controls for the precinct are shown in the Draft Roseville Centre DCP Part 4 Precinct D. In summary they are:

- Proposed village green of approximately 1,800sqm on Lord Street car park site;
- Realignment of part of the existing rear lane to be achieved as part of redevelopment of properties 37, 39 and 41 Hill Street;
- Proposed widening to existing rear lane with new footpaths, implemented as part of site redevelopment;
- A maximum building height of 3 storeys (excluding any sub basement parking levels) to B2-Local Centre zone
- 3 storey building height limit apply to R3 Medium Density Residential zone;
- Approximately 2,200sqm NFA of retail space and 750sqm GFA of commercial space (including existing floor space);
- Up to 9 new dwellings in the form of shop top housing at the rear of the development;
- Some Hill Street shops within Precinct D have been identified as "Contributory Buildings", including properties 37-41, 43, 45-47, 49-53, 55, 61 Hill Street, by City Plan Heritage for future potential adaptive reuse. The future redevelopment must comply with the following guidelines:

Adaptive Re-use

- 1. The principal building form of contributory buildings is to be retained and conserved. The principle building form includes:
 - the façade and façade detailing;
 - intact shopfronts;
 - the roof as visible from Hill Street; and
 - The floor plate over two storeys to a depth of 10m from the façade.

- 2. The principal building form of corner buildings applies to both the Hill Street and Lord Street frontages of the building.
- 3. Adaptation of, and additions to, contributory buildings must allow for conservation works to the façade and roof as visible from Hill Street. Conservation works should include, but not be limited to the removal of later intrusive fabric, the reconstruction, restoration or repair of original fabric. Conservation works should be based on surviving physical evidence or historical documentation such as the panoramic photograph from the 1920s that is held by the Ku-ring-gai historical society. Where sufficient historic documentation is not available then new fabric sympathetic to the period and style of the building will be appropriate.
- 4. Contributory buildings are to be painted in a traditional colour scheme sympathetic to the period and style of the building. Unpainted surfaces of contributory buildings, particularly face brick walling, are to remain unpainted.

Additions

- 5. Additions to the principal building form are to be set back a minimum 10m from the Hill Street façade alignment.
- 6. Additions are to be architecturally contemporary and distinct in form and character from the contributory buildings yet should not compete with the aesthetic character and dominance of the contributory buildings in the Hill Street streetscape.

Infill Buildings

- 7. The street wall height of infill buildings along Hill Street is to be determined by the prevailing height of adjacent and neighbouring contributory buildings and is not to be greater than two storeys. Additional levels are to be set back 10m from the façade.
- 8. Infill buildings along Hill Street are to be sympathetic in materials, form, scale, massing, articulation, alignments and proportions to the contributory buildings but should not replicate contributory buildings or heritage items.

Precinct E - Pacific Highway / Shirley Road

Background

Precinct E is located on the corner of Pacific Highway and Shirley Road and is predominantly zoned Residential 2(d) with the exception of the south-east corner sites (124-132 Pacific Highway) currently zoned 3(b)-B2 and occupied by specialty retail and food outlets as well as professional suites to the upper level.

All current 2(d) sites within this precinct have been developed for residential flat building purposes. There remains no unrealised development potential. The row of Inter-War flat buildings on the Pacific Highway features typical examples of flat buildings of the period, which do not appreciably

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esent. This row of flat buildings is not considered to

demonstrate the architectural styles they represent. This row of flat buildings is not considered to be of high heritage significance for their representative or aesthetic qualities.

Council has resolved to change the existing 2(d) and 3(b)-B2 zoning fronting the highway to R4 High Density Residential zoning. It has been proposed to include the remainder of the precinct as R4 zone to reflect the existing use and development capacity. At this stage, however, no change is envisaged for this area.

Council's urban design consultant in consultation with the traffic consultant has prepared a number of options for this precinct which have been reviewed and a preferred option was presented to the Planning Committee.

Issues and opportunities

During the development of the built form controls for the precinct, the following were identified and considered:

- A large proportion of the precinct is unlikely to redevelop due to strata titling.
- Future residential development fronting the highway must be configured to achieve good amenity for residents based on noise planning principles.
- Review of vehicular site access is required to accommodate increased densities in the area.
- Larkin Street could be extended to Shirley Road to improve permeability of the area.

Final analysis and recommendations

The draft building envelopes controls for the precinct are shown in the Draft Roseville Centre DCP Part 4 Precinct E. In summary they are:

- The redevelopment of current 3(b)-B2 sites will provide up to 15 new dwellings;
- 10-12m building setback for deep soil landscaping and significant trees along Pacific Highway;
- Possible extension of Larkin Street to link to Shirley Road, which can be achieved as part of redevelopment should redevelopment of these R4 sites occur in the long term;
- Future car access should not be provided via Pacific Highway should the sites along the highway redeveloped.

Precinct F - Corona Avenue / Pacific Highway / MacLaurin Parade

Background

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Precinct F is a residential precinct bounded by MacLaurin Parade to the north, Pacific Highway to the east, and Corona Avenue to the south. Its current zoning is Residential 2(d), with a portion of RTA road reserve fronting the Pacific Highway.

The majority of the existing 2(d) sites have been developed for residential flat building purposes. There remains little unrealised development potential within the precinct.

Council resolved to rezone the precinct to R4 High Density Residential to reflect the existing use and development capacity. The road reserve area has been modified to reflect the RTA's potential future widening requirements.

Issues and opportunities

A large proportion of the precinct is unlikely to redevelop due to strata titling.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct as most sites have realised their full development potential. In general, building height of 5 storeys and FSR of 1.3:1 controls apply to the R4 zoning.

Precinct G – Victoria Street / Hill Street / Bancroft Avenue

Background

Precinct G is a residential precinct broadly defined by Victoria Street to the south and Hill Street to the west, and adjacent to St. Andrews Anglican Church and single detached dwellings on 2(c1) sites, and is presently zoned 2(d). It contains an existing heritage listed property at 1 Hill Street.

The majority of the current 2(d) sites have been developed for residential flat building purposes. In general, there is a low rate of unrealised development potential within the precinct.

Council resolved to rezone the precinct to R4 High Density Residential to reflect predominant existing use and development capacity.

Issues and opportunities

A large proportion of the precinct is unlikely to redevelop due to strata titling.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct as most sites have realised their full development potential. In general, building height of 5 storeys and FSR of 1:3:1 controls apply to R4 zone.

Retention of heritage listing for property at 1 Hill Street.

Precinct H - Roseville Avenue / Hill Street / Oliver Road

Background

Precinct H is broadly bounded by Roseville Avenue, Hill Street and Oliver Road, and adjoins 2(c1) low density residential areas to the east. This precinct is predominantly zoned Residential 2(d), with the exception of the heritage listed property at 65 Hill Street zoned Business 3(b)-(B2).

The row of Inter-War flat buildings at the northern end of Hill Street is a typical example of flat buildings of the period, which do not appreciably demonstrate the architectural styles they represent. This row of flat buildings is not considered to be of high heritage significance for their representative or aesthetic qualities.

The majority of the existing 2(d) sites have been developed for residential flat building purposes. In general, there is a low rate of unrealised development potential within the precinct.

Council resolved to rezone the precinct to R4 High Density Residential to reflect the predominant existing use and development capacity under the Minister's directives.

Issues and opportunities

• Opportunity to adapt existing heritage item at 65 Hill Street for future use.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct as most sites have realised their full development potential. In general, building height limit of 5 storeys apply to R4 zone.

The retention of the heritage listing for the property at 65 Hill Street with potential future adaptive reuse is proposed.

Precinct I – Pacific Highway / Shirley Road / Eton Road

Background

Precinct I is an area characterised by the residential flat buildings with a frontage to Pacific Highway. It is broadly bounded by Shirley Road to the east, the rail line to the east and Eton and Grosvenor Roads to the north. These lands fall within the Minister's directions for rezoning.

Most of the current 2(d) sites fronting the Highway have been developed for residential flat building purposes. There remains little unrealised development potential. The current 3(b)-B2 site (161 Pacific Highway) adjacent to the railway underpass are occupied by an existing 2 storey car showroom.

Council has resolved to rezone existing 2(d) zoning to R4 zoning and existing 3(b)-B2 zoning to B5 Business zoning, to be line with the new LEP template.

Issues and opportunities

- A large proportion of the precinct is unlikely to redevelop due to strata titling.
- There is an opportunity to rationalise existing vehicular access to the developments fronting Pacific Highway. Rear lane access could be provided to future developments along the highway, but is unlikely to connect to Clanville St because of the proximity to the highway intersection.
- New street connections are desirable between the proposed rear lane and the highway to improve permeability of the area.

Final analysis and recommendations

No site specific built form controls have been prepared for this precinct as most sites have realised their full development potential.

In general, the following controls apply to R4 zone:

- Building height of 5 storeys and FSR of 1.3:1;
- 10-12m building setback for deep soil landscaping and significant trees along Pacific Highway;
- Possible new streets and lanes which are to be incorporated as part of redevelopment should redevelopment of the R4 sites occur in the long term;
- Future vehicular access should not be provided via Pacific Highway should the developments along the highway redeveloped.

B5 zone will have a building height limit of 2 storeys with an allowable FSR of 1:1.

SUMMARY OF YIELDS

The following tables provide a summary of the proposed yields for residential dwelling numbers, retail floor space and commercial floor space within the Draft DCP and Draft LEP. The tables also show the changes in yields compared to the existing situation.

Residential

Table 1 shows a final proposed residential yield of 344 dwellings. This calculation does not include yield from existing medium density zones 2(d), 2(e), 2(f) or 2(h) or strata-titled apartment buildings considered unlikely to change in the future.

Housing has been allocated in appropriate areas, consistent with Councils resolution on 23 May 2006 which adopted a target of 380 new dwellings (RDS stage 2 only) within a 400 metre walking radius of the centre.

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Table 1: Summary of Residential Dwellings for Roseville RDS Stage 2

Precinct	New residential
	dwellings proposed
	in draft LEP/DCP
A	186
В	48
C	59
D	9
E	42
F	0
G	0
H	0
I	0
Total	344

Notes:

- 1. Precinct references refer to precinct based built form controls in the Town Centre DCP.
- 2. All numbers in the Draft LEP/DCP column are calculated on the basis of an average of 110sqm per dwelling.
- Precincts shown indicate areas of proposed residential dwellings as part of RDS Stage 2 and do not include LEP 194/200.

Retail

Table 2 shows a total retail yield of approximately 14,000sqm NFA of retail floor space on the ground level. This represents an increase of about 4,300sqm NFA of retail space which could accommodate a small supermarket of about 800sqm. This projected increase demonstrates the full development potential within the commercial centre.

The total retail floor space proposed for Roseville Centre is consistent with Council's adopted position that Roseville would be a Village comprising up to 3,000sqm of retail floor space including a small supermarket.

The total retail floor space shown in Table 2 proposed for Roseville Centre is also consistent with the Ku-ring-gai Retail Strategy adopted by Council. The strategy recommends provision of up to 3,000sqm of ground floor retail / commercial space.

Table 2: Summary of Retail Floor Space

Precinct	Existing retail floor space	Proposed retail floor space Draft LEP/ DCP	Variation
A	-	6,527	
В	-	792	
C	-	4,516	
D	-	2,225	
E	-	0	
F	-	0	
G	-	0	
H	-	0	
I	-	0	
Total	9,756	14,060	+4304

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Notes:

- 1. Retail areas are net floor area (NFA).
- 2. Precinct references refer to precinct based built form controls in the Town Centre DCP.

Commercial

Council's adopted position is that Roseville will continue to provide a minor role in providing commercial space and the majority of this will be small scale offices above retail or within mixed use developments catering for professional services, medical practitioners and the like.

There will be a minor increase in the overall commercial floor space proposed as part of the Draft LEP / DCP. This increase will primarily occur in Precinct B (approximately 3,200sqm GFA). Capacity for small businesses and services has been retained in precincts A, C and D through the provision for flexible first floor spaces for potential future adaptive reuse.

Draft Local Environmental Plan

The *Draft Ku-ring-gai Local Environmental Plan (LEP) 2006 (Town Centres)* is the statutory planning instrument that will control what can be developed on various parcels of land. The Draft LEP is complemented by the Draft Development Control Plan (DCP) which will provide the controls for the detailed planning and design issues. The controls contained in the Draft DCP must be consistent with any provisions of the Draft LEP.

The Draft LEP that has been prepared to implement the recommend future development outcomes for the Roseville Centre takes the form of an amendment to the principal Draft LEP that was previously adopted to apply to the St Ives Centre and subsequently amended to also apply to the Turramurra, Gordon and Pymble centres. It will be known as *Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Amendment No 3)*. This amending Draft LEP will bring land in and around the Roseville Centre under the principal Draft LEP and introduce appropriate zonings, development standards and additional provisions to implement the overall master plan that has been developed for Roseville. Draft LEP (Amendment No.3) will also apply to the Lindfield centre.

A copy of the proposed *Draft Ku-ring-gai (Town Centres) Local Environmental Plan (Amendment No 3)* is included as **Attachment 7.** Details of the key components are discussed below.

Components of Draft Ku-ring-gai (Town Centres) LEP – (Amendment No. 3)

The Draft LEP (Amendment No.3) only contains the new provisions to be added to the principal Draft LEP. All existing provisions contained in the principal Draft LEP will also apply. All new provisions introduced by Amendment No.3 includes amendments to the written LEP instrument and introduces new land application, zoning and development standard maps which cover land within the Roseville Centre.

Written instrument

The written instrument contains the detailed planning provisions that will apply to land covered by the Draft LEP. This includes aims, standard zone descriptions and zone objectives, permitted land uses, development standards, subdivision provisions and numerous miscellaneous provisions. The Standard LEP introduced by the State Government mandates certain provisions that are to be included in all future written instruments of LEPs.

Draft LEP (Amendment No. 3) introduces the following additional provisions to the principal Draft LEP written instrument:

- Amendments to Clause 3 and 7 to make reference to the new land application, zoning, lot size building height and FSR maps apply to the Roseville Centre. The proposed changes to the respective maps are discussed in more detail below;
- Amendments to Schedule 1 (Additional permitted uses), Schedule 4 (Reclassification of Public land) and Schedule 5 (Environmental Heritage) of the Draft LEP. Details of these are discussed below.

Schedule 1 – Additional permitted uses

Schedule 1 of the DLEP contains a table which identifies additional permitted uses that are permissible on particular parcels of land that would not otherwise be permitted on that land. The additional permitted uses identified in Schedule 1 of the Draft LEP principally relate to acknowledging existing use rights on land where the zoning is changing from its current use or to allow certain commercial uses on particular sites to be zoned residential.

Additional permitted uses in Roseville to be included in DLEP (Amendment No.3) are as follows:

Site	Proposed zoning	Additional permitted uses
132 Pacific Highway	R4- High Density	Business premises; Medical centre;
	Residential	Office premises
124-130 Pacific Highway	R4- High Density	Business premises; Medical centre;
	Residential	Office premises; Restaurant
65 Hill Street	R4- High Density	Business premises; Office premises
	Residential	

<u>Schedule 4 - Classification and reclassification of public land</u>

Schedule 4 of the Draft LEP includes a list of the Council owned land that is to be considered for reclassification from 'community land to 'operational land' as part of the LEP making process. There are statutory procedures required by the Local Government Act and the Environmental Planning and Assessment Act that must be followed during the exhibition period of the Draft LEP to facilitate the reclassification of this public land.

The sites to be added to Schedule 4 by the Draft LEP and the reclassification process are discussed in detail later in this report.

<u>Schedule 5 – Environmental Heritage</u>

Schedule 5 list sites to be included as heritage items under the Draft LEP. On 23 May 2006 Council considered a report on the heritage study that had been undertaken for the Roseville Centre. A copy of the Council report and resolution are included as **Attachment 1**.

The Table 3 below sets out all properties reviewed and assessed within the Town Centre.

Table 3- Summary of Existing / Potential Heritage Items and Proposed Heritage Classifications

Address	Existing Zone	Existing Classification	Proposed Classification
1 Hill Street Roseville (Korean Community Centre/Church)	2 (d)	Heritage listed item (under KPSO)	Listing to be retained (no change)
65 Hill Street Roseville (Bank)	3 (b)- (B2)	Heritage listed item (under KPSO)	Listing to be retained (potential adaptive reuse)
1 Maclaurin Parade Roseville	2(e)	Heritage listed item (under KPSO)	Potential listing removal
83 Pacific Highway Roseville	2 (d)	Heritage listed item (under KPSO)	Listing to be retained (potential adaptive reuse)
112-116 Pacific Highway Roseville (Roseville Cinema)	3(a)-(A2)	Heritage listed item (under KPSO)	Listing to be retained (potential adaptive reuse)
79-81 Pacific Highway Roseville	2(d)	Not classified (Potential item identified by City Plan)	New Potential Item to be listed
3A Hill Street Roseville	5(a) (Church)	Not classified (Potential item identified by City Plan)	New Potential Item to be listed (see Attachment 6D)
17 (not house behind), 19-23, 27-29, 31-35, 37-41, 43, 45-47, 49- 53, 55, 61, 63A Hill Street Roseville	3(a)-(A2)	Not classified (Potential item identified by City Plan)	potential adaptive reuse
78, 80-84A, 86, 90, 92, 94, 96A, 98, 100 Pacific Highway Roseville	3(a)-(A2)	Not classified (Potential item identified by City Plan)	potential adaptive reuse
7 Lord Street Roseville (Church)	5(a)- church	Not classified (Potential item identified by City Plan)	New Potential Item to be listed
89 Pacific Highway Roseville (Former Station Master's Residence)	2(h)	Not classified (Potential item identified by City Plan)	Listing to be retained (potential adaptive reuse)
Garden on western side of Hill Street Roseville	5(b)- Railway	Not classified (Potential item identified by City Plan)	New potential item to be listed subject to further investigation
Roseville Station Group (Railway)	5(b)- Railway	Listed on State Rail Section 170 Register	New potential item to be listed

The heritage study has assessed all existing heritage items under the KPSO, draft heritage items awaiting gazettal and potential heritage items under investigation. Following consideration of this report the following properties are recommended to be heritage items in the Draft LEP:

- 1 Hill Street Roseville (cottage)
- 65 Hill Street Roseville (commercial premises)
- 79-81 Pacific Highway (building adjacent to former Commonwealth Bank building)
- 83 Pacific Highway (former Commonwealth Bank building)
- 89 Pacific Highway (Station Master's College)
- 112-116 Pacific Highway (Roseville Cinema)
- 7A Lord Street (building adjacent to Uniting Church see **Attachment 6E**)

Land Application Map (Refer **Attachment 8**)

This map shows which land in Roseville will be rezoned by the Ku-ring-gai (Town Centres) LEP Amendment No. 3. This includes those sites that were identified in the resolution of Council on 23rd May 2006 for inclusion in the Draft LEP for Roseville. These are sites where it is proposed to change the land use and or residential density under Council's adopted preferred planning option for the Roseville Centre. All sites to be rezoned and the proposed zones of these sites are listed below under the section of the zoning map.

The Draft LEP (Amendment No.3) includes a number of sites that are currently zoned Residential 2(d3). The reason for including these sites is to be able to incorporate site specific development controls for these sites into the DCP that will address potential interface impacts from the development of these sites.

The Draft LEP (Amendment No.3) also includes a number of sites that are currently zoned Residential 2(d) or 2(e) under the KPSO. These sites were identified for zoning for higher densities in accordance with the Minister's Section 55 Direction which requires Council to determine which areas are appropriate for improved development standards so as to encourage the redevelopment of land in the existing medium density zones. This was reinforced by the Departments advice in response to the Section 54(4) notification for Roseville.

The planning controls on all other land not identified in the Land Application Map will remain unchanged and the Ku-ring-gai Planning Scheme Ordinance (KPSO) will continue to apply.

Zoning Map (Refer Attachment 8)

This map shows the zones that will apply to the land covered by Draft LEP (Amendment No.3)

The Draft LEP (Amendment No .3) uses zones in Roseville which are already contained in the Draft LEP and no new zones are proposed. Zones used include the following:

B2-Local Centre zone: - to apply to the core retail/commercial area of Roseville. This zone will permit developments with a mix of retail, commercial, residential and associated community facilities, consistent with the Minister's direction;

- *R3- Residential Medium Density zone*: to provide for medium density housing generally in the form of townhouse development of 2 to 3 storeys;
- *R4- Residential High Density zone:* to provide for unit development up to 5 storeys with similar densities to that currently permitted in the 2(d3) zone under LEP 194.
- RE1 Public Recreation: to apply to Roseville Memorial Park.

The details about the various zones, zone objectives and permitted land uses in the zones are described in the Principal LEP written instrument.

Site Description	Addresses	Proposed zoning	Amendments to 23 May Resolution by Council
Area bounded by Larkin Street, Maclaurin Parade and the Pacific Highway including Larkin Lane and Sixth Mile Lane (Precinct A)	1,3,5-7,9,11,15,17,19-21,23 Larkin Street 1 Maclaurin Parade 1,3,5 Six Mile Lane 62,64,66,68,70,72,76,78,80,82- 84,84A,86,88,90,92,94,96,96A,98,98A, 100,102,104,106,108,110,112-116,118- 122 Pacific Highway	B2- Local Centre RE1-Public Recreation	As per Resolution (B2)
Area bounded by the Pacific Highway, the Railway line and Boundary Road (Precinct B)	1 Boundary Road 5-17,19-21,25,43,47,49,55,67,69- 71,79-81,83,89 Pacific Highway	B2- Local Centre R4- High Density Residential	As per Resolution (R4 and B2)
Properties fronting Hill Street between Lord Street and Bancroft Street. (Precinct C)	1,3,5,7 Lord Street 5,7,9,11-17,19,21,23,25,27,29,31-35 Hill Street	B2- Local Centre	As per Resolution excluding the SP2 zone to provide consistency with the LEP Template
Properties fronting Hill Street between Lord Street and Roseville Avenue. (Precinct D)	2,4 Lord Street 1,3,5,7 Roseville Avenue 37,39,41,43,45,47,49,51,53,55,57- 59,61,63,63A Hill Street	B2- Local Centre R3- Medium Density Residential	As per Resolution (B2 and R3)
Area on the corner of the Pacific Highway and Shirley Road including properties at the end of Larkin Street.	6,8,10 Larkin Street 2A Shirely Road 124-130,132,134,136,142,148, 154,170,172,174 Pacific Highway	R4- High Density Residential	Zone R4 now extended to include 2A Shirley Rd and 6,8,10 Larkin Street
(Precinct E)			

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Site Description	Addresses	Proposed zoning	Amendments to 23 May Resolution by Council
Area bounded by MacLaurin Parade, Pacific Highway and Corona Avenue. (Precinct F)	2,4 Maclaurin Parade- 2-14,18,22,26A,26,36 Pacific Highway	R4- High Density Residential	As per Resolution
Area on the corner of Hill Street and Victoria Street. (Precinct G)	2,6,10,12 Victoria Street 1,3 Hill Street	R4- High Density Residential	Zone R3 becomes Zone R4 to provide consistency with the LEP Template.
Area fronting Hill Street and bounded by Oliver Road and Roseville Avenue (Precinct H)	1,1A,3,5 Oliver Road 4 Roseville Avenue 65,67,69,71,73 Hill Street	R4- High Density Residential	Zone R3 becomes Zone R4 to provide consistency with the LEP Template.
Fronting the Pacific Highway and Broadly bounded by Shirley Road to the east the rail line to the east Eton and Grosvenor Roads to the north. (Precinct I)	2,4,5 Eton Road 1 Westbourne Road 161,163,167,177,180,181,182,184, 186,188,189,190,192,198,197-199, 200,202,204,205,206,208,210,212-214 Pacific Highway	R4- High Density Residential B5- Business Development	As per Resolution

Minimum Lot Size Map (refer to Attachment 8)

The minimum lot size map identifies the minimum size of any new lot that will be created through either subdivision of amalgamation of lots. The minimum lot size requirements only apply to the R3 - Residential Medium Density zone and the R4 - Residential High Density zone and reflect the existing requirements under LEP 194.

Building Height Map (refer to **Attachment 8**)

This map shows the maximum height of buildings permitted on any parcel of land. The heights range from 2 up to 6 storeys, which is reflected by the building envelope controls contained in the Draft DCP.

Floor Space Ratio Map (refer to **Attachment 8**)

This map shows the maximum floor space ratio (FSR) that can be developed on each parcel of land. FSR is the gross floor area of a building as a ratio to the total site area. The FSR standards have

been derived from the detailed building envelopes developed in the Draft DCP, ensuring consistency between the two plans.

In the case of land in the High Density Residential zone, the prescribed FSR standard reflects the density of development that would be permitted in the 2(d3) zone under LEP 194.

The FSR controls also specify minimum and maximum amounts of retail and commercial floor space that can be developed on sites in the Local Centre zone where these uses are permitted. Minimum FSR standards are included to ensure that some retail/commercial space will be provided on particular sites as required by the overall planning strategy for Roseville. Maximum retail/commercial FSRs place a cap on the maximum amount of floor space for these uses, consistent with the adopted planning strategy for the centre. The maximum FSR identified for each site refers to the total floor space for all uses including residential, retail and/or commercial.

TRAFFIC AND PARKING STUDY

A traffic and parking study was commissioned to assess the current traffic and parking conditions and develop a traffic flow scheme to best manage future traffic generation through Roseville Town Centre associated with the Stage 2 Residential Development Strategy. The study, undertaken by Arup, also modelled the impact on the road network likely to be generated from the residential redevelopment under LEPs 194 and 200.

Standard traffic generation rates, as used for other town centre studies on the Highway, were used to assess the likely impacts of traffic improvement measures to accommodate the land use planning option. Other forms of comparison relate to the Levels of Service (LOS) for the various intersections and Degree of Saturation (DS) of intersections.

LOS is an index of the operational performance of traffic at an intersection and is based on the average delay per vehicle. LOS ranges from A – very good, to F – highly congested conditions. Another common measure of intersection performance is the degree of saturation (DS), which provides an overall measure of the capability of the intersection to accommodate the traffic levels. A degree of saturation of 1.0 indicates that the intersection is operating at capacity and a desirable (and practical) degree of saturation is less than 1.

The traffic components of previous town centre reports included economic performance indicators, which are useful as comparisons of the impacts of various scenarios. The cost figures allow comparison of options, subject to the performance being acceptable during peak periods. Typically, when considering arterial road network changes, the RTA would compare the operating costs of a proposal against the costs of the existing arrangements. However, in the case of the Roseville Town Centre, only one set of traffic improvement options is being considered, therefore the need for economic performance indicators is diminished.

It should be noted that the Roads and Traffic Authority generally gives higher priority to traffic on Pacific Highway, at the expense of traffic on side streets, in order to ensure peak traffic flows are maintained. The likely increase in residential and retail/commercial space will place additional

pressure on side streets, as the RTA would not support reductions to the LOS for peak traffic flow on Pacific Highway.

Existing Scenario

Based on existing traffic conditions, the preliminary findings of the Arup traffic study highlighted the following;

Pacific Highway/Clanville Road/Shirley Road intersection

The four-way Pacific Highway/Clanville Road/Shirley Road intersection is the critical intersection in the Roseville Town Centre, and is already operating at capacity in the AM, PM and weekend peaks. Consequently, this intersection will require upgrading in future. However, the cost of this work is considered to be significant and hence, Council should only make provision for the upgrade through zoning mechanisms.

• Pacific Highway/Maclaurin Parade intersection

Due to the lack of a controlled right turn phase for the right turn from Pacific Highway into Maclaurin Parade, the overall degree of saturation already exceeds 1.0 in the PM peak. Although delays aren't excessive for traffic on Pacific Highway, the LOS during the PM peak, for right turning traffic is currently F.

• Hill Street/Clanville Road and Clanville Road/Rawhiti Street intersections

The Hill Street/Clanville Road and Clanville Road/Rawhiti Street intersections operate satisfactory in isolation, but are affected by traffic queues from the Pacific Highway/Clanville Road intersection. These queues contribute to delays in traffic entering and exiting Hill Street and Rawhiti Street.

• Hill Street intersections

The priority-controlled intersections along Hill Street currently perform at an acceptable level of service.

• The Roseville Ave/Trafalgar Ave and Bancroft Ave/Glencroft Road intersections currently operate at a satisfactory level of service.

Base 2 Scenario (all LEP 194 and LEP 200 sites)

With the inclusion of all the proposed residential development under LEP 194 and LEP 200 (known as 'Base 2 Scenario'), traffic modelling was undertaken to determine what effect the traffic generation from these new residential developments would have on the existing network.

The analysis by Arup highlights further capacity constraints at the intersections of Pacific Highway with Clanville Road/Shirley Road and Maclaurin Parade.

Urban Design Proposal

Analysis of the impacts of the Urban Design proposal on the existing road network highlights the issues listed below.

Traffic congestion at the Pacific Highway/ Boundary Street intersection affects the town centre and results in traffic rat-running through local streets. The capacity of the State road system is a constraint on the road network in Roseville.

There will be particular issues on Pacific Highway at its intersections with Clanville Road/Shirley Road and with Maclaurin Parade. The impacts of the Urban Design proposal on the critical intersections are discussed below:

Pacific Highway/Clanville Road/Shirley Road

Currently at capacity during both morning and evening peaks. The side streets at the intersection are offset from each other, requiring Clanville Road and Shirley Road to operate on separate traffic signal phases, increasing the green time and intergreen time required for these approaches. The width of Clanville Road is constrained by the railway overbridge which permits only one lane in each direction. This contributes to queuing and delays, particularly along Clanville Road. The intersection is further constrained by the proximity of Hill Street.

Major capacity improvements to the intersection could consist of two key measures:

- Widening of the Clanville Road overbridge to enable two or three approach lanes and one departure lane on Clanville Road.
- Realignment of Clanville Road to intersect with the Pacific Highway directly opposite Shirley Road to enable the number of signal phases and intergreen time to be reduced.

These works could improve the LOS to B for the urban design option. In addition to the significant capital cost involved, the works would require land acquisition of the Scuderia Veloce Motors site on the north-western corner of the intersection. However, the works involved would not be feasible as a Council-funded project because the cost would be prohibitive and the level of development is unlikely to be sufficient to fund the works. At this stage the Roads and Traffic Authority has no plans to undertake the works.

To allow for future improvements, however, Council could consider zoning changes to provide for the future realignment of Clanville Road, to intersect Pacific Highway opposite Shirley Road. Such zoning mechanism would provide for realignment at a future time.

Pacific Highway/Maclaurin Parade

There are currently long delays for traffic turning right into Maclaurin Parade, with LOS for that movement already at F in the PM peak. The lack of a controlled right turn for this movement is the main constraint. Implementation of a controlled right turn would improve the LOS and safety for

this movement but would increase delays to northbound Pacific Highway traffic. Northbound traffic on pacific Highway is expected to have a LOS of A under the urban design option.

The RTA is still unlikely to support the installation of a controlled right turn unless an additional northbound through lane is provided through the intersection. The lane would need to be continued to approximately 60m north of the intersection where a third Highway lane currently commences.

The RTA has acquired some property for future widening work near the Pacific Highway/Boundary Street intersection, as part of a long-term strategy to grade-separate the intersection. However, a number of critical properties are not in RTA ownership and the RTA has indicated that it has no plans to acquire the remaining lands. The RTA has also advised that an upgrade of the Pacific Highway/Boundary Street intersection is not proposed in the foreseeable future.

It appears that the provision of an additional northbound lane would require Council to acquire a section of Nos 22, 26, 36 and 62 Pacific Highway. These works, however, would not be feasible as a Council-funded project because the cost would be significant and the level of development is unlikely to be sufficient to fund the works.

Widening of Pacific Highway could be achieved, however, when the properties concerned are redeveloped, using the mechanism of land dedication. Land dedication would allow the RTA to provide three northbound through lanes through the intersection, which would improve performance to a point where a dedicated right turn phase could be implemented. The RTA would be expected to fund the widening works because they involve a State road.

Modifications to Larkin Lane

The urban design option includes reconfiguration of Larkin Lane. This reconfiguration would improve the amenity and parking layout of the street but would not result in any change of function for Larkin Lane. The modifications proposed would result in a net increase of approximately 42 parking spaces.

Larkin Street extension to Shirley Road

The urban design option includes an extension of Larkin Street to Shirley Road, some 50m west of Pacific Highway. This connection, approximately 200m in length, would improve vehicular circulation, particularly in terms of access to the western side of the town centre. It is proposed that provision be made for this link, including collecting Section 94 funds, but that it not be provided until the Pacific Highway/Clanville Road/Shirley Road intersection is re-aligned.

It is considered that there is no real benefit in constructing the extension to Shirley Road, until the Pacific Highway / Shirley Road / Clanville Road upgrade has been completed because any increased traffic directed into Shirley Road will only add to the delays at the intersection. Therefore, until the intersection is improved, there is no real benefit in constructing this link.

Modifications to Lord Street car park

The urban design option proposes to replace the Lord Street car park with basement parking covered by public open space. A small number of spaces would remain on the surface.

Improvement to Roseville Station concourse

The urban design option proposes improvements to the public domain station concourse in Hill Street on the eastern side of the station.

Other intersections

Arup's modelling concludes that the following intersections will continue to operate at a satisfactory level (in all future case scenarios):

- Hill Street / Clanville Road
- Hill Street / Roseville Avenue
- Hill Street / Lord Street
- Hill Street / Bancroft Avenue
- Hill Street / Victoria Avenue
- Clanville Road / Rawhiti Street
- Roseville Avenue / Trafalgar Avenue
- Bancroft Avenue / Glencroft Road

At this stage, the parking demands have not been fully examined but it is intended that the number of public parking spaces be retained and increased where possible.

Traffic Improvement Proposals

A number of improvement options have been considered by Arup, which undertook the traffic study for Roseville (**Attachment 9**) as part of the Roseville Town Centre traffic upgrade options. Some of the preliminary upgrade options would be affected by constraints such as the Highway and the north shore railway line, which would involve significant infrastructure improvements that would not be feasible for Council to achieve within the scope of the proposed Roseville Town Centre development.

As a result, the following transport upgrade options, to improve the transport operation within Roseville Town Centre, are recommended for further consideration as part of the current town centre planning process.

1. Realignment of the Pacific Highway/Clanville Road/ Shirley Road Intersection

As discussed above, this intersection is already operating at capacity and is the critical intersection in the Roseville town centre. Undertaking the necessary improvements to remedy the existing problems would not be feasible as a Council-funded project.

To allow for future improvements to the Highway, however, it is suggested that zoning changes be undertaken to provide for the future realignment of Clanville Road, to intersect with the Highway

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opposite Shirley Road. This would impact on the property currently occupied by Scuderia Veloce Motors.

The zoning changes are critical to achieving the proposed realignment.

2. Right Turn Signal Phase in Pacific Highway at MacLaurin Parade

Turning right into Maclaurin Parade from the Highway is already at a LOS F during the PM peak for that movement, as turning traffic has to wait for gaps in northbound traffic on Pacific Highway.

A right turn phase in the signals, to control right turns would improve access and has been recommended. The need for this facility will increase as further development is undertaken off Maclaurin Parade.

It is noted that some land has been acquired by the RTA north from the Boundary Street intersection. Additional acquisition will allow future widening of the Highway north of Maclaurin Parade.

3. Extension of Larkin Street to Shirley Road

The extension of Larkin Street to connect to Shirley Road has been identified as a future improvement to improve access and circulation within the western side of Pacific Highway.

It is proposed that land dedications and Section 94 funding be used to achieve this connection. However, it is considered that the link should not be provided until after the Pacific Highway/ Clanville Road/ Shirley Road intersection has been realigned, to reduce the likely incidence of ratrunning on the western side of the Highway by through traffic.

4. Reconfiguration of Larkin Lane

The Urban Design Option proposes to reconfigure Larkin Lane to increase the number of parking spaces from 44 to approximately 86 and to improve the streetscape. Larkin Lane's function would not be altered.

5. *Underground Lord Street Car Park*

To improve the public domain, the Roseville planning study proposes to provide public open space on the existing car park site. A basement level, covered car park would be provided for 40 vehicles with 12 spaces retained at surface level.

6. Improve Roseville Station Concourse

Improvements to the station concourse, on the eastern side of the railway station, are proposed. These include upgraded pedestrian crossing facilities in Hill Street.

Other Issues

The Arup traffic study considered other issues as part of the town centre planning process;

- Traffic congestion on Pacific Highway, an RTA-controlled State Road, through Roseville significantly affects the town centre and nearby local roads and is largely due to the saturated Pacific Highway/Boundary Street intersection. This congestion has contributed to various bypass routes emerging through Roseville's local streets, such as Rawhiti Street, Hill Street and Trafalgar Avenue. The peak hour turning movement counts undertaken for this study revealed that bypass routes are mainly used in the AM peak, by traffic seeking to turn left onto Boundary Street. The recommended improvements discussed in this report do not seek to address the issue of these bypass routes because in Roseville, this can only be satisfactorily addressed through improvements to the Pacific Highway/Boundary Street intersection. The RTA has advised that this intersection upgrade is not proposed in the foreseeable future.
- In Roseville, as for other town centres, the Pacific Highway is a major barrier to pedestrians and local motorists. Through traffic impacts on local access and circulation.
- Rail access is an issue, particularly on the eastern side of Roseville, where steps have to be negotiated for access to the station.
- Issues of public transport provision and 'kiss and drop' facilities were raised, but not pursued in the report discussion. Some of these issues, including taxi and cycling facilities, will be considered in the detailed design stages of the centre's improvements.
- The level of development in Roseville will be insufficient to fund significant works in the town centre. The greater the development that takes place, the greater the opportunities for improvements to public facilities.

Staging of Traffic Options

The following traffic changes and stages are recommended as part of the Roseville Town Centre traffic improvement measures. Whether changes are short or long term will depend on individual developments proceeding, and their timing. It is expected that timing of improvements are likely to be:

Short term

• Improvements to the Roseville station concourse.

Medium term

- Modifications to Larkin Lane to improve parking supply and streetscape.
- Construction of basement parking under the Lord Street car park and provide public open space on the surface.

Long term

- Local widening on the western side of Pacific Highway and the introduction a right turn phase in the signals on Pacific Highway at Maclaurin Parade.
- Realignment of the Pacific Highway/ Clanville Road/ Shirley Road intersection.
- Extend Larkin Street to Shirley Road.

Overview of the Recommended Traffic Improvements

Proposed traffic improvements for the Roseville town centre include:

- Improvements to the Roseville station concourse.
- Modifications to Larkin Lane to improve parking supply and streetscape.
- Construction of basement parking under the Lord Street car park and provide public open space on the surface.
- Local widening on the western side of Pacific Highway and the introduction a right turn phase in the signals on Pacific Highway at Maclaurin Parade.
- Realignment of the Pacific Highway/ Clanville Road/ Shirley Road intersection.
- Extend Larkin Street to Shirley Road.

Reclassification of Council Owned Land

A report has been prepared on the various property holdings within the Roseville Centre. The report includes details relating to the site's ownership, current leases, acquisition details and restrictions on the use of the land. To alter the current use, zoning or character, Council will need to proceed through a number of processes.

A copy of the report of Council's property holdings for Roseville Centre is included as **Attachment 10** to this report.

In order to deliver on the planning outcomes for the recommended option, there are currently a number of Council owned sites within the Roseville Centre that are affected by the recommended option. The majority of these sites are currently classified as community land under the Local Government Act.

Classification of Land

Land which is owned by or under the control of a local council (with some exceptions, such as roads and crown reserves) must be classified as either 'community land' or 'operational land' under the *Local Government Act 1993*. Community land will ordinarily be land which is open to the public, such as a park, bushland reserve or sportsground, while operational land may be held by Council as an asset or used for other purposes such as works depots or garages.

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The purpose of the 'community land' classification is to identify council owned land which should be set aside for use by the general public. Community land cannot be sold by the Council and can only be leased for certain purposes. There are a number of restrictions on the way Councils can deal with community land:

- Community land cannot be sold;
- a Council can grant a lease over community land, but only for certain purposes which are authorised by the plan of management for the land;
- Community land must be managed in accordance with a plan of management; and
- Community land may only be dedicated as a public road where the road is necessary for enjoyment of the land.

Normally, land can only be reclassified from community land to operational land by making a new LEP. The procedures for making an LEP must be complied with, including public exhibition of the plan and consideration of submissions from members of the public. The plan must be made by the Minister for Planning

In the case where reclassification of the land is carried out by an LEP it will also require a public hearing to be conducted under section 68 of the Environmental Planning and Assessment Act and Section 29(1) of the Local Government Act. It is intended that the public hearing will be conducted during the public exhibition period of the Draft LEP.

Land Proposed to be Reclassified

In order to deliver on the planning outcomes for the recommended option presented in this report, it is recommended that the following Council owned lands be reclassified from "Community" to "Operational" land:

Map Ref	Property Location	Property Description	Property Name
1	2 Lord Street Roseville	Lot 4 DP225030, Lot 1 DP556917, Lot 3 DP556955, Lot 5 DP559096, Lot 7 DP561031, Lot 9 DP563301, Lot 11 DP575457	Lord Street Car Park
2	Larkin Lane Roseville	Lot 11 DP861578, Lot 22 DP595126, Lot 1 DP502277, Lot 1 DP215188, Lot 1 DP500309, Lot 2 DP511183, Lot 1 DP501603, Lot 2 DP511182, Lot 1 DP215231, Lot 2 DP505005, Lot 2 DP507593, Lot 2 DP504082, Lot 1 DP500045, Lot 1 DP505371	Larkin Lane Car Park

CONSULTATION

Council will continue to engage with Roseville residents and other stakeholders to seek and include a broad range of ideas and opinion during the planning steps summarised below. This was documented in some detail in the Report to Council of 23 May 2006.

Preliminary Surveys and Consultations

The consultations to date were completed in 3 phases:

- 1. Mail out of a survey to 3,100 households in the Roseville postcode area;
- 2. Consultation workshop to develop a Character Statement for Roseville Centre, including representatives of local resident groups, residents & business;
- 3. An email survey of interested residents / businesses, seeking feedback on a Character for Roseville.

Surveys and Consultations completed:

•	2006 Roseville Residents' Survey – responses =	1,100	Feb 06
•	Roseville Residents'/ Business Workshop	62	1 May
•	Roseville Character Survey	69	5 May

The consultations and householder survey allowed the collation of an extensive e-mail register of persons (some 600 for Roseville), interested in keeping informed of progress. This has been used to provide updated information quickly about Roseville town centre planning, and to seek feedback to Council via on-line surveys on planning and Council-wide issues.

During the above, Council has received correspondence from the public, both as letters and e-mails, on the planning for the Roseville Centre. This information has been passed to on staff and relevant consultants for consideration in planning process.

As with interest in other centres, the correspondence has indicated a mixture of support, objection and has raised areas that suggest further assessment.

Details of the results of the above household survey and consultations were documented in the previous report to Council of 23 May 2006 on planning for the Roseville Centre.

Workshop on a Character for Roseville Centre

A workshop to help identify a Character for the Roseville Centre was convened at St Albans' Church Hall Roseville on Monday 1 May 2006. It included some 60 Roseville householders who had volunteered their availability to attend consultations when they completed the above resident survey, plus local business owners, and established resident-group nominees. The householders were invited as a sample to range across age, time lived in the Roseville, household size and gender, so as to provide a broad array of perspectives at the workshop.

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Each of the themes identified in the workshop were used to build a sentence to describe the desired outcome. Based on these, a survey on the future Character of Roseville Centre was then emailed to the above participants, plus all other householders and businesses who had provided their email address for such purpose. The survey responses gave good support to most of the Roseville centre Character elements shown below:

1. The Roseville area will retain the Federation character and atmosphere, including low density housing, heritage buildings, trees and parks and gardens. The ambiences of the eastern side of the main transport corridor, with its more formal landscapes, and the western side, with its natural bushland aspects, will stay as notable elements of Roseville.

Agree 96%	Neither 3%	Disagree 1%
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2. Roseville Centre will remain as a small village serving some of the day to day shopping needs of local residents into the future recognising that most residents use Chatswood for supermarket and other shopping. The role of Roseville as an entertainment and restaurant precinct will be supported and enhanced drawing from specialty entertainment venues such as cinemas, community club, quality restaurants/cafes and the like.

Agree 96%	Neither 3%	Disagree 1%
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3. New higher density housing will be located close to the rail and highway corridors and shop-top housing within the commercial area, to minimise impacts on the surrounding low density housing areas. It will be of a high architectural character responding the scale and character of existing buildings.

Agree 78% Neither 15% Disagree 7%

4. Roseville will conserve its heritage and enhance its parks and gardens. The Rose Garden will be enhanced and other complementary green spaces provided and developed as new medium density housing is built around Roseville's hub. Bancroft Park will be expanded to provide a large passive open space to serve local residents.

Agree 91%	Neither 7%	Disagree 2%
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5. Hill Street will be significantly improved in terms of traffic circulation and pedestrian safety with new pedestrian crossings, bus parking, kiss-and-ride facilities and streetscape improvements such as tree planting, wider pavements, paving and furniture. The west side will offer new public space and upgraded laneways behind the shops on Larkin Lane offering quiet locations for outdoor dining.

Agree 94%	Neither 3%	Disagree 3%

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6. Improvements will be made to the two major intersections on the Pacific Highway at Maclaurin Parade and Shirley Road to improve access to and from the Roseville Centre. The quantity, safety and design of parking for shoppers will be improved and increased.

Agree 90%	Neither 4%	Disagree 6%
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7. Pedestrian and cycle routes to the rail station, across the highway and to local residential areas will be augmented and improved.

Agree 88%	Neither 10%	Disagree 2%
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These results indicate very strong support to maintain Roseville's Federation and village character, and Hill road traffic circulation and improved amenity. Near similar levels of strong support were given to Maclaurin Parade and Shirley Road / Highway intersection improvements, and enhanced green spaces. A comparative level of reticence was apparent in responses about more intensive development.

Proposed Consultations and Surveys

[Roseville Centre – Extraordinary Council Meeting - July 2006]

Roseville Centre - Preliminary Exhibition

(Web-site, Chambers & Roseville Library) -Spring 2006

Roseville – Exhibition and Feedback Survey of Draft DCP /LEP

(Web-site, Gordon Chambers & Library) > Spring 2006

Public Hearing - reclassification of community lands to operational lands

(Council Chambers) Spring 2006

Over 1750 letters were sent to residents / landowners advising of this report going to Council.

Further Consultation – Draft Development Control & Local Environment Plans

As part of the formal exhibition of the Draft centre plans for Roseville, Council will have staffed displays at the local venues and on its web-site. An exhibition survey to glean comments and opinions will be available at these locations and at Council's web-site. Exhibition and survey weblinks will be sent to all persons who have provided their email address to Council, to be kept informed about Roseville town centre planning. This is scheduled later in 2006, following NSW Department of Planning approval to exhibit.

A public hearing before an independent arbiter to determine the reclassification of community lands to operational lands, indicated by the above plans, will also be convened during the exhibition period. It is intended to be held concurrently with the exhibition, in a convenient venue – with statutory public notification, as well as email advice to those above, being provided beforehand.

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Further consultation including business and property owners in the town centre area will be completed, and information and feedback links maintained via email messages and exhibition survey, with stakeholders and the general community. These will include staffed exhibitions at Roseville centre shops / Lindfield Library and Council Chambers as required, updates on web based information, plus information in local papers and the Ku-ring-gai News. Brochures are being inserted about the 6 town centres' planning, including Roseville, in rate notices to Ku-ring-gai ratepayers after 1 July 2006.

FINANCIAL CONSIDERATIONS

All primary costs are met by the Planning Department's operational and projects budgets. Additional funding opportunities for new and enhanced public facilities will be sourced through the preparation of a new Section 94 Plan, potential grant funding and other planning mechanisms.

Other funding sources will also be incorporated into the project, including a new Section 94 Plan and potential grant funding.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

The integrated planning approach has ensured input from all Council departments throughout the project.

SUMMARY

The Minister has directed Council to prepare plans for additional housing in and around its town centres and to provide for retail and commercial activities to meet the needs of the local community. Following Council's resolutions on 23 May 2006, this report provides the further detailed planning and urban design analysis, building envelopes, planning controls and feedback from further range of studies on traffic and transport, economic feasibility studies, community facilities and further stakeholder consultation. A development contributions strategy is also being prepared to assist with funding the new services and facilities created by the plans. The key planning controls and documentation for the Roseville Centre are presented including a Draft LEP and Draft DCP for adoption for public exhibition. The Draft LEP and Draft DCP will then be presented to the Department of Planning seeking their formal endorsement for formal public exhibition.

RECOMMENDATION

- That Council adopt the Draft Ku-ring-gai (Town Centres) Local Environmental Plan -Amendment (No 3), as it applies to the Roseville Centre, for exhibition as attached to this report.
- B. That Council adopt the Draft Ku-ring-gai (Town Centres) Development Control Plan for the Roseville Centre including further minor amendments as necessary to ensure consistency with Council's adopted Draft Local Environmental Plan and with gazetted Standard Instrument Local Environment Plans Order 2006.

- C. That Council write to the Director General, Department of Planning under Section 64 Environmental Planning and Assessment Act requesting that a Certificate under Section 65(2) be issued for exhibition of the Draft Local Environmental Plan applying to the Roseville Centre.
- D. That subject to a Certificate under Section 65(2) being issued, Council exhibit for a minimum period of 28 days the Draft Local Environmental Plan and Draft Development Control Plan as required by the Environmental Planning and Assessment Act 1979.
- E. That following the exhibition period a further report be presented to Council with an assessment of submissions and a final Local Environmental Plan and Development Control Plan for adoption.
- F. That the economic feasibility information be released to the Department of Planning on a confidential basis to support Council's request for a Certificate to exhibit the Draft Plan.
- G. That the Draft Local Environmental Plan propose reclassification of the following Sites from community land to operational land:

Map Ref	Property Location	Property Description	Property Name
1	2 Lord Street Roseville	Lot 4 DP225030, Lot 1 DP556917, Lot 3 DP556955, Lot 5 DP559096, Lot 7 DP561031, Lot 9 DP563301, Lot 11 DP575457	Car Park No.7
2	Larkin Lane Roseville	Lot 11 DP861578, Lot 22 DP595126, Lot 1 DP502277, Lot 1 DP215188, Lot 1 DP500309, Lot 2 DP511183, Lot 1 DP501603, Lot 2 DP511182, Lot 1 DP215231, Lot 2 DP505005, Lot 2 DP507593, Lot 2 DP504082, Lot 1 DP500045, Lot 1 DP500371	Car Park No.3

H. That Council adopt the recommended traffic improvements for Roseville as outlined in this report.

- I. That the Draft Local Environmental Plan be exhibited in accordance with the requirements of Local Environmental Plans and *Council Land Best Practice Guideline* (January 1997).
- J. That a public hearing be conducted in respect to the reclassification of Council land as part of the Local Environmental Plan exhibition in accordance with the relevant provisions of the Local Government Act 1993.
- K. That a Parking Management Plan be prepared and reported to Council prior to gazettal of the Draft Local Environmental Plan for the Roseville Centre.
- L. That Council acknowledge those who have made submissions and that they be informed of Council's resolution.

Ling Lee Craige Wyse

Urban Design Architect Senior Urban Planner

Antony Fabbro Greg Piconi

Manager Urban Planning Director Technical Services

Steven Head

Director Open Space and Planning

Attachments: Attachment 1A - Report to Council 23 May 2006 (651219).

Attachment 1B Council Resolution 23 May 2006 (651221).

Attachment 2 - Roseville Centre Draft Development Control Plan

(circulated separately).

Attachment 3 - Confidential Economic Feasibility Assessment, BEM

Property Consultants (circulated separately).

Attachment 4 - Copy Section 54(4) - Schedule 2 - Roseville Centre from

DCP (651223).

Attachment 5 - Roseville Centre Precinct Map (651225).

Attachment 6A - Heritage Assessment - Additional research on 1

MacLaurin Parade, City Plan Heritage (651226).

Attachment 6B - Heritage Assessment - Additional research on 79-83

Pacific Highway, City Plan Heritage (651229).

Attachment 6C - Heritage Assessment - Additional research on 89 Pacific Highway, City Plan Heritage (651230).

Attachment 6D - Heritage Assessment - Additional research on 3A Hill Street, City Plan Heritage (651231).

Attachment 6E - Heritage Assessment - Additional research on 7A Lord Street, City Plan Heritage (651232).

Attachment 7 - Draft Ku-ring-gai Local Environmental Plan (Town Centres) Amendment No. 2 - written instrument (651233).

Attachment 8 - Draft Local Environmental Plan (Town Centres)

Amendment No. 2 - Maps - Roseville Centres (651610).

Attachment 9 - Roseville Centre Urban Design Traffic Analysis (651239).

Attachment 10 - Council land holdings and land proposed for reclassification (651240).

Item 10

S04365 11 May 2006

ROSEVILLE CENTRE RECOMMENDED DRAFT LAND USE PLAN

EXECUTIVE SUMMARY

PURPOSE OF REPORT: For Council to consider consultation and planning outcomes

for the Roseville Centre including endorsement of the recommended land use plan, to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Roseville Centre to set

more detailed planning and development controls for the area.

BACKGROUND: The Minister for Planning has directed Council to prepare

plans for additional housing in and around its town centres and to provide for retail and commercial activities to meet the needs of the local community. This report outlines the proposed land uses for the Roseville Centre as the first

planning stage for this centre.

COMMENTS: Council has adopted an integrated place-based approach to

planning for Roseville Centre. This will ensure that maximum community benefit is achieved from

redevelopment. Studies have been prepared and consultation

has been undertaken with the community and other

stakeholders to identify issues, to assess the opportunities and constraints for retail and commercial development, residential development, traffic management, community facilities and open space. A recommended land use plan is put forward for

Council's consideration and endorsement, prior to developing

the plans for the next stage.

RECOMMENDATION: That Council resolve to prepare a Local Environmental Plan

and a Development Control Plan for Roseville Centre in line

with the recommendations included in this report.

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PURPOSE OF REPORT

For Council to consider consultation and planning outcomes for the Roseville Centre including endorsement of the recommended land use plan, to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Roseville Centre to set more detailed planning and development controls for the area.

BACKGROUND

In a letter dated 27 May 2004 the State Government gave a direction (under Section 55 Environmental Planning and Assessment Act) to Council to prepare an LEP in relation to areas in and around existing retail and commercial centres in the rail corridor and St Ives Centre as Stage 2 of its Residential Development Strategy. These plans must be completed by end of December 2006.

This requires Council to prepare plans for additional medium density housing, including shop top housing and re-evaluation of density controls on existing medium density zones. It also requires Council to provide for retail and commercial activities in the commercial centres to cater for the needs of the local community. In line with this direction, Council has completed draft plans for St Ives Centre and Turramurra Centre and has finalised Draft Land Use Plans for Gordon and Pymble.

This report represents a comprehensive summary of the first stage of the integrated planning process for the Roseville Centre. It provides an outline of the stakeholder consultation process and its outcomes; an overview of the site opportunities and constraints; it identifies the key design principles that will guide the planning process; documents planning and traffic options for the centre and provides a recommended draft land use plan.

Development under RDS Stage 1

In Stage 1 of Council's Residential Development Strategy new areas were identified for medium density housing. The suburb of Roseville is expected to have an additional 544 dwellings with an estimated additional population of approximately 979 persons. The rezoned areas are generally located along Boundary Street.

Council's 2005-2009 Management Plan

Council's 2005-2009 Management Plan sets out the direction of Council in relation to planning for the commercial centres.

Where do we want to be in 5 years?

"This planning will provide a good foundation for Ku-ring-gai being a vibrant place to live in the decades ahead, while maintaining its unique character, natural environment and heritage. Integration of Council's planning will improve the liveability and vitality of local communities and the sustainability of the area. Council must respond to NSW Government and community demands

for additional housing, greater housing choice and associated facilities, mindful of the need to enhance quality of life at Ku-ring-gai in the 21st century".

What we will do this year?

Council's Management Plan identifies the following actions relevant to planning for the Roseville Centre:

- Continue to implement Stage 2 of the Residential Development Strategy by preparing Plans for major commercial centres.
- Review classifications of community landholdings in association with Stage 2 of the Residential Development Strategy.
- Prepare a comprehensive Public Domain Plan.
- Develop Plans for Traffic Management and other forms of transport in the main centres.

Measuring our achievements in 2005/2006

• Finalise the Integrated Plan for Roseville Centre.

Council considered and adopted a report on 7 February 2006 that sets out the key processes to have all 6 Centres finalised by the end of 2006, including the Roseville Centre.

Integrated Planning Approach

Council has commenced integrated place-based planning for the existing commercial retail centres along the railway corridor / Pacific Highway and the St Ives Centre.

This process will not only focus on increasing opportunities for residential development in each centre as required by the Minister but will also seek to achieve identified social, economic, environmental and amenity objectives. The integrated planning approach will focus on improving the viability and liveability of each centre, improving traffic and parking and public transport, providing new open space (where appropriate), improving public domain, improving safety, improving accessibility of each centre etc. Parallel to this work Council and community facilities will be reviewed to identify opportunities for upgrading facilities and / or including new facilities.

The Roseville Centre Integrated Plan will:

- Produce an LEP and DCP consistent with the community's values and vision, with requirements of the Minister's Section 55 Direction, LEP194 and DCP55, in accordance with best practice planning principles and SEPP65 and the NSW Residential Flat Design Code, the Draft NSW standard LEP template and the Metropolitan Strategy.
- Seek, engage and build-in community and relevant stakeholder values, during the preparation and exhibition of the draft plans.
- Following the exhibition of a Draft LEP and DCP, review submissions and finalise a suite of planning documents for final adoption by Council and submission to the NSW Department of Planning, including a new Development Contribution Strategy, and action plans for Public Domain, Traffic & Parking, and Community Facilities.

This approach also seeks to ensure that there is maximum community benefit derived from the redevelopment of the Roseville Centre.

Development of Principles and Objectives for Roseville Centre

The planning principles for Roseville Centre have been developed from information gained from a series of workshops involving staff, Councillors and consultants. Information gained from preliminary consultation has also assisted with the development of planning principles.

The principles for the centre are set out below. These principles have been developed in response to a range of parameters including:

- The community aspirations identified through stakeholder consultation and the community workshop;
- Councillors issues and opportunities;
- Issues, constraints and opportunities identified by Council staff and consultants.

Urban Design Principles

Urban design principles have been prepared by consultants Hill Thalis Architecture and Urban Projects to underpin the recommended land use plan. Overall, these principles seek to:

- encourage the growth of the centre through an integrated place-based planning approach;
- strengthen Roseville as a local retail centre in Ku-ring-gai with a range of retail development types within the centre;
- provide shop top housing in appropriate locations to increase housing choice;
- create built forms which relate consistently to the topography of the centre and allow for view sharing;
- create active, continuous street frontages in the retail and commercial core;
- create residential buildings within well landscaped settings in the residential areas;
- provide housing in places with excellent environmental amenity, in close proximity to public transport and which minimise impact on existing residential areas;
- reinforce the existing small scale village character of the retail shopping area near the railway station in any future development;
- enhance the pedestrian environment of shopping areas to create a revitalised retail area for shopping, dining and entertainment;
- enhance the public domain design at the exit from the railway station at Pacific Highway to provide a more attractive pedestrian environment;
- identify opportunities for the creation of more open space and street tree planting;
- enhance the design of public places and buildings and contributory spaces in the centre.

In addition to these overarching urban design principals, more detailed principles have been developed relating to the specific strategies for future land use, public domain improvements, retail/commercial and residential development. Details of the urban design principles and strategies

proposed for the Roseville centre are presented in **Attachment A**. These can be summarised as follows:

Land Use Strategy

The land use strategies for Roseville Centre are as follows:

- Provide a clear urban structure with a hierarchy of streets, public spaces and facilities.
- Provide clear edges to urban development and transitions between changes in density or land use through edge streets, generous pathways and/or pocket parks of useable public space.
- Promote efficient use of land and infrastructure.
- Promote the use of public transport.
- Provide improved amenity to the public domain such as streets, footpaths and public spaces.
- Provide a transition between 5 storey and detached dwellings in areas beyond 400m whose densities are increased.
- Provide an appropriate mix of community facilities to cater for local needs.

Retail and Commercial Strategy

The following strategies have been formulated to provide flexibility for future demand of retail and commercial requirements and to provide job opportunities within walking distance of increased residential density:

- Locate retail within 200m of Roseville Station and adjacent to useful public open space wherever possible.
- Redevelop rear of existing deep retail sites to address adjoining public open spaces and public connections (streets, laneways and the like).
- Locate commercial within 400m of Roseville Station and within a flexible retail zone.
- Retail and commercial development is to co-ordinate with site amalgamations to achieve cohesive variety of building types.

Residential Strategy

The following strategies have been formulated to provide a variety of housing types in close proximity to the Roseville Station:

- Shop top housing is to be provided:
 - o within 400m of Roseville Station and community facilities;
 - o on existing deep site retail zones;
 - o to the rear of sites to address proposed open spaces, away from noise sources;
 - o adjacent to public open spaces.
- Highest density residential development (to 5 storeys) is to be located:
 - o mainly within 200m of Roseville Station and along Pacific Highway;
 - o adjacent to useful public open space;
 - o in areas that can achieve high public and private amenity.

- Medium density residential development (to 3 storeys) is to be located:
 - o as transitions between zones permitting 5 storeys and those permitting 1-2 storey;
 - o within 400m of Roseville Station and along Pacific Highway;
 - o if beyond 400m of Roseville Station but still able to provide adequate public and private amenity.
- Engage noise barrier planning principles where noise source(s) are present.

Public Domain Strategy

a) Access and Circulation Strategy

The following strategies have been formulated to relieve traffic pressure from main intersections with the Pacific Highway and to increase public access for both vehicles and pedestrians/cyclists to/through and within the Roseville Centre.

- New vehicle and/or pedestrian connections are to be:
 - o located in identified areas of increased density;
 - o co-ordinated with site amalgamations;
 - o located where current block structure is deficient.
- Provide increased pedestrian connections and amenity by:
 - o widening and realigning the railway concourse;
 - o widening targeted laneways;
 - o widening the landscape and pedestrian reserve where current amenity is poor such as along the Pacific Highway.

b) Open Space Strategy

The following strategies have been formulated to provide public spaces that encourage a variety of uses and experiences of the Roseville Centre:

- New public open spaces are to be located:
 - within 400m of Roseville Station, community facilities and public open spaces;
 - o adjacent to areas of proposed increased density;
 - o where inclusion forms part of a water management strategy.

Surveys and Consultations

At each stage of the planning process for Roseville Centre, Ku-ring-gai Council is working to demonstrate a commitment to good practice for community consultation. The major household survey for Roseville Centre was posted to around 3100 households in Roseville in February 2006 and around 1100 responses were received (**Attachment B** – Surveys / Consultations Report).

Key Elements of Responses

Trees and bushland setting was the reason identified by 750 responses to the Household Survey question about why householders chose to live in Roseville. Quality housing, was almost similarly ranked with some 700 responses.

Asked to identify 2 good points about shopping in Roseville, the largest groups of respondents (some 200 each) suggested it was convenient and friendly. Close to home / local and village scale / small size were ranked almost as high (some 170 each). This reflects a smaller, village-scale centre.

The most noted bad point about the Roseville centre, reported by householders, was parking (300 responses). Much less was variety of shops in the town centre (200 responses). No banks or butcher were next (each around 150 responses). Expensive, no big supermarket and limited shopping were next highest.

As a variance to larger centres in Ku-ring-gai, supermarket shopping by Roseville residents was mainly to Chatswood and / or Lindfield (600 and 550 responses respectively). By contrast, Gordon and Roseville ranked a little over 100 each.

Roseville residents showed a similar pattern to other Ku-ring-gai residents for more specialised shopping, using major centres such as Chatswood (800 responses) and notably Roseville (some 350) for gifts / homeware purchases. As with other smaller centres in Ku-ring-gai such as Pymble and Lindfield, this indicates a willingness by Roseville residents to use local shops, if they provide an attractive and competitive standard of goods or services.

Passive recreations reflected high levels of use of cinemas and cafes. Of note, are the higher levels of use of cinemas (some 600 total) reported by householders, compared to cafes (over 450 total), both overall and as a first choice. Cinema use may reflect a choice by numbers of families, and possibly numbers of older and single persons, of the notable cinema facilities in Roseville.

On what can be done to improve Roseville village centre, parking (nearly 250 responses) in and around the shopping area was notable. Shopping / variety limitations (150), cafes and footpath improvements (each around 90) and keep as is (some 80), were slightly ahead of traffic, new bank, and retain village atmosphere (each some 60) indicated by householders.

Residents / Business / Workshop - Roseville Character Statement

A workshop was convened near to Roseville on Wednesday 3 May 2006. It included 60 Roseville householders, business owners and resident group nominees who had volunteered to attend consultations when they completed the above resident survey. Participants then worked in small groups to document issues about Roseville, with a member of Council's planning staff to assist. From that, planning staff distilled some key themes and developed a Draft Character for Roseville.

A survey about the Draft Character for Roseville was then emailed to some 420 Roseville residents, business and other stakeholders who have provided their email address for Roseville planning and other Council-contact purposes. Responses were sought within 9 days. Given past town centre

response rates, a notable number of responses is anticipated. A range of planning support material was provided on the Council web-site to facilitate responses about Roseville's future Character:

- The Roseville area will retain the Federation character and atmosphere, including low density housing, heritage buildings, trees and parks and gardens. The ambiences of the eastern side of the main transport corridor, with its more formal landscapes, and the western side, with its natural bushland aspects, will stay as notable elements of Roseville.
- Roseville Centre will remain as a small village serving some of the day to day shopping needs of local residents into the future recognising that most residents use Chatswood for supermarket and other shopping. The role of Roseville as an entertainment and restaurant precinct will be supported and enhanced drawing from specialty entertainment venues such as cinemas, community club, quality restaurants / cafes and the like.
- New higher density housing will be located close to the rail and highway corridors and shoptop housing within the commercial area, to minimise impacts on the surrounding low density housing areas. It will be of a high architectural character responding the scale and character of existing buildings.
- Roseville will conserve its heritage and enhance its parks and gardens. The Rose Garden will be enhanced and other complementary green spaces provided and developed as new medium density housing is built around Roseville's hub. Bancroft Park will be expanded to provide a large passive open space to serve local residents.
- Hill Street will be significantly improved in terms of traffic circulation and pedestrian safety
 with new pedestrian crossings, bus parking, kiss-and-ride facilities and streetscape
 improvements such as tree planting, wider pavements, paving and furniture. The west side
 will offer new public space and upgraded laneways behind the shops on Larkin Lane offering
 quiet locations for outdoor dining.
- Improvements will be made to the two major intersections on the Pacific Highway at Maclaurin Parade and Shirley Road to improve access to and from the Roseville Centre. The quantity, safety and design of parking for shoppers will be improved and increased.
- Pedestrian and cycle routes to the rail station, across the highway and to local residential areas will be augmented and improved.

Further Information / Community Feedback

An email survey to some 420 Roseville householders and businesses has been sent, seeking feedback on the above. As with St Ives and Turramurra centres, further consultation, including that with businesses and commercial property owners will be completed, and information and feedback links maintained via email with stakeholders, and the general community, throughout the planning steps ahead. These will include staffed exhibitions within the town centre and updated web-based information, brochures, information in local papers (including the Ku-ring-gai News) and potential 3D models. Regular information about relevant Planning Committee and other Council meetings will also be provided.

COMMENTS

A range of background studies have been prepared by specialist consultants to assist the planning process. Consultants have been engaged to evaluate traffic and transport issues, heritage, retail and economic factors as well as community facilities related to Roseville Centre. The following is a summary of the key findings.

STUDIES INFORMING THE DEVELOPMENT OF THE RECOMMENDED LAND USE PLAN

Ku-ring-gai Retail Strategy

The Ku-ring-gai Retail Centres Study prepared by Hill PDA recommends a retail strategy and retail hierarchy for Ku-ring-gai including recommendations on the amount of retail floor space (in terms of "net lettable area" or NLA) to be provided in each of the 6 main centres. The retail strategy recommended by this study was endorsed by Council on 19 July 2005. Refer to **Attachment C** – excerpts from the Ku-ring-gai Retail Centres Study.

The Retial Centres Study has identified that Roseville Centre currently has approximately 7,800sqm of ground floor shop front space of which 6,300sqm is used for retail. The study has also found that Roseville is trading below average partly attributable to its location being in close proximity to Lindfield and Chatswood, with greater retail offer. But largely it is due to not having a medium size supermarket as an anchor tenant.

The Retail Centres Study has recommended the best outcome for Roseville would be to gain a medium to large supermarket (1500-3000sqm NLA) as an "anchor" to attract people and provide for the daily food and grocery needs of local residents. This recommendation has been adopted by Council which allows expansion of Roseville by up to around 3,000sqm NLA. However further works need to be undertaken to determine the viability of a new supermarket in Roseville Centre. It is also important to note that the results of the community consultation have shown that there is little desire to have a supermarket within the centre.

Heritage Review

City Plan Heritage consultants have been engaged to undertake a review of the existing heritage items and potential heritage items currently identified by Council within the town centre areas. The purpose of the project is:

To review and assess the existing heritage information and databases including the existing items listed under the Ku-ring-gai Planning Scheme Ordinance and provide initial advice on the management of heritage items in the town centres of Gordon, Pymble, Lindfield and Roseville.

Provide advice and recommend on the initial steps for the future heritage management within the town centres and their changing context;

Provide heritage input into the preliminary urban design of the retail centres.

As part of the review process, the consultants have also identified some additional potential heritage items which are likely to demonstrate level of heritage significance to warrant further investigation.

City Plan Heritage has been engaged to undertake a review of the existing heritage items and potential heritage items currently identified by Council within the town centre areas. As part of the review process, the consultants have also identified some additional potential heritage items which are likely to demonstrate a high level of significance subject to further investigation.

Heritage Considerations

The consultant has identified the following heritage considerations:

- The residential areas east and west of the railway features excellent quality housing from the Federation and early Inter War periods with highly consistent streetscapes, substantial setbacks and mature plantings. The areas east of the railway feature less infill and the period building stock is generally more intact.
- East of the train line, The Grove features a number of heritage item quality dwellings with the surrounding context also of relatively high quality.
- The Hill Street retail strip is one of, if not the most intact Federation and early Inter War commercial precinct of the KMC Town Centres. There has been little infill in the row although some reversible alterations have occurred to the facades. There is considered to be the opportunity to adapt the existing buildings and conserve the streetscape character of the area
- The western side of Hill Street features a well kept and cohesively designed garden which is possibly from the Inter War period. This public garden contributes to the character of Roseville.
- The Pacific Highway row of shops also features a reasonable degree of integrity and consistency in its Federation and Inter War buildings. The row is considered to demonstrate the potential for adaptation retaining the streetscape qualities.
- The 2 rows of Inter War flat buildings, one at the northern end of Hill Street and one on the Pacific Highway, feature typical examples of flat buildings of the period and do not demonstrate the qualities of particular architectural styles in an adept manner. These rows of flat buildings are not considered to be of high heritage significance for their representative or aesthetic qualities.
- West of Highway, the subdivision consisting of Kings Avenue and Alexander Parade is one of the most intact and features typical dwellings of the late Federation/early Inter War period with reasonably good quality detailing.
- The Roseville Cinema is considered to be limited in its architectural or aesthetic merit yet is likely to have some significance for its historical and social values. The building has been heavily altered and there is the opportunity for its adaptation.

Proposed Heritage Classifications

The following table summarises the recommendations in relation to the proposed heritage classification of each existing and potential heritage item subject to the Town Centre LEP (**Attachment D** is an excerpt from the full draft report detailing the consultant's recommendations)

 $Table\ 1-Summary\ of\ Existing/Potential\ Heritage\ Items\ and\ Proposed\ Heritage\ Classifications-\ key\ sites\ affected\ by\ Draft\ Land\ Use\ Plans$

Address	Existing Zone	Existing Classification	Proposed Classification
1 Hill Street (Korean Community Centre/Church)	2(d)	Heritage listed item (under KPSO)	Listing to be retained (no change)
65 Hill Street Bank	3(b)-(B2)	Heritage listed item (under KPSO)	Listing to be retained (potential adaptive reuse)
1 Maclaurin Parade (significance not sufficient to constrain site potential)	2(e)	Heritage listed item (under KPSO)	Potential listing removal subject to further investigation (potential zoning issues)
83 Pacific Highway	2(d)	Heritage listed item (under KPSO)	Listing to be retained (potential adaptive reuse)
112-116 Pacific Highway (cinema) 9 Bancroft Avenue	3(a)-(A2) 2(c1)	Heritage listed item (under KPSO) Potential item (under	Listing to be retained (potential adaptive reuse) Further investigation no
3, 6, 8, 10, 19 Bancroft	2(c1)	investigation) Potential item (under	change at this stage Further investigation
Avenue 19 Lord Street	2(c1)	investigation) Potential item (under investigation)	no change at this stage Further investigation no change at this stage
7, 9 Oliver Road	2(c1)	Potential item (under investigation)	Further investigation no change at this stage
3a Hill Street (also known as 1 Bancroft Avenue – Church)	5(a)- church	Not Classified (Potential item identified by City Plan)	New potential item to be listed
17 (not house behind), 19-23, 25, 27-29, 31- 35, 37-41, 43, 45-47, 49-53, 55, 61, 63A Hill Street	3(a)-(A2)	Not Classified (Potential item identified by City Plan)	Potential adaptive reuse
78, 80-84A, 85, 86, 90, 92, 94, 96a, 98, 100 Pacific Highway	3(a)-(A2)	Not Classified (Potential item identified by City Plan)	Potential adaptive reuse
7-7a Lord Street (Church)	5(a)- church	Not Classified (Potential item identified by City Plan)	New potential item to be listed
79-81 Pacific Highway	2(d)	Not Classified (Potential item identified by City Plan)	New potential item to be listed (potential adaptive reuse)
89 Pacific Highway Roseville (Station Masters Cottage)	2 (h)	Not Classified (Potential item identified by City Plan)	New potential item to be listed (potential adaptive reuse)
Garden on western side of Hill Street	5(b)- railway	Not Classified (Potential item identified by City Plan)	New potential item to be listed subject to further investigation
Roseville Station Group	5(b)- railway	Listed on State Rail Section 170 Register	New potential item to be listed

According to consultants' Draft Heritage Review Report, the existing heritage item at 1 Maclaurin Parade is considered to be a good example of an Inter War Functionalist style dwelling and is largely intact. Nevertheless it is noted that there are many other similar dwellings of comparable, if not better, integrity and quality in the LGA.

The heritage item is located within an existing 2(e) zone which is proposed to be rezoned to local centre zone. It may be a conflict in the extent of development that may surround an item and the impact that development will have on an item and could constrain the opportunities of the site/block. While the dwelling does demonstrate significant values it does not reach a threshold of significance in consideration of its isolation and the potential of the surrounding context.

Urban Design Analysis

A series of analysis drawings and associated text have been prepared by the Urban Design Consultants Hill Thalis to give a comprehensive overview of the existing conditions of Roseville Centre (**Attachment E**– Urban Design Analysis Drawings). Issues examined include the following:

- Regional Context
- Topography
- Pedestrian Amenity and Transport
- Block Structure
- Permeability
- Public Domain
- Council Land and Community Facilities
- Streetscape
- Building Heights
- Building Types
- Heritage

Traffic and Transport

Existing Traffic and Transport Issues Summary

The existing traffic and transport conditions within Roseville Town Centre can be summarised as follows:

- Traffic patterns within Roseville are largely influenced by congestion at the Pacific Highway / Boundary Street intersection. This intersection has been identified by RTA as requiring grade-separation, but such an improvement is not programmed at this stage. This congestion leads to 'rat runs' through residential streets on the eastern side of the Pacific Highway, particularly along Hill Street, Trafalgar Street and Glencroft Road in the AM peak.
- High traffic volumes on Pacific Highway result in traffic congestion during peak periods, with key intersections operating at capacity.
- The four-way Pacific Highway / Clanville Road / Shirley Road intersection is the critical intersection in the Roseville Town Centre.

- Roseville is served by a reasonable train service, with regular services to the city and Hornsby. The provision of feeder bus services to the town centre / station is considered inadequate.
- Pacific Highway and railway line represent a barrier to pedestrian movement within the town centre.
- Parking within the town centre is limited and dispersed, and typically operates at high occupancy levels during peak shopping periods.

Council's traffic consultant has undertaken counts for the major intersections for the Roseville Town Centre and has undertaken an analysis for the likely traffic generation for development of the area based on approved LEP 194 development and the Minister's approved sites. The table below shows two scenarios based on LEP 194 sites approved to date (Base 1) and also proposed LEP 194 where there is no DA approval as yet (Base 2).

The net increase in traffic generation (vehicles per hour) for the two scenarios is given below:

Scenario	No. of Dwellings	Vehicle Trips – AM Peak			Vehicle	e Trips – PM	Peak
		Inbound	Outbound	Total	Inbound	Outbound	Total
Base 1	78	8	31	39	29	10	39
Base 2	599	60	240	300	225	75	300

Note: Base 2 dwellings includes Base 1 dwellings

The analysis highlighted the following issues at the various intersections:

Pacific Highway / Clanville Road / Shirley Road

This intersection was found to be operating at capacity (LOS F) during the AM and PM peaks under the existing conditions, and both Base 1 and Base 2 scenarios.

Pacific Highway / Maclaurin

The LOS under the SCATES analysis showed that this intersection is operating at LOS A and B for the PM and AM peaks. However, further analysis will be undertaken as the initial analysis indicated that the degree of saturation (DOS) is greater than 1 because of the delays in turning movements from the highway into Maclaurin Parade in the PM peak.

All other intersections modelled, which are listed below, were found to operate at satisfactory levels for both scenarios:

- Hill Street / Clanville Road
- Hill Street / Roseville Avenue
- Hill Street / Lord Street
- Hill Street / Bancroft Avenue
- Hill Street / Victoria Street
- Clanville Road / Rawhiti Street
- Roseville Avenue / Trafalgar Avenue
- Bancroft Avenue / Glencroft Road

Modelling for the proposed Stage 2 traffic generation will be undertaken following adoption of the Land Uses.

Discussion of various improvement options will be tabled at future Planning Committees prior to incorporation into the Draft LEP and DCP.

Table 2 - Sidra Modelling Results

Intersection	Control	AM/PM	Scenario	DS	AVD (s)	LOS*	HMD (s)
Pacific Hwy							
			Existing	1.08	102	F	147
		AM	2 - Base 1	n/a	n/a	E	n/a
Design that are a constant			3 - Base 2	n/a	n/a	F	n/a
Pacific Highway / Clanville Road / Shirley Road	Signals		Existing	1.14	99	F	172
. toda, Co, rtoda		PM	2 - Base 1	n/a	n/a	F	n/a
			3 - Base 2	n/a	n/a	F	n/a
		WE	Existing	1.00	49	D	93
			Existing	0.84	16.2	В	37
		AM	2 - Base 1	0.84	16.3	В	37.1
Desifie Highway / Medaywin			3 - Base 2	0.84	17.3	В	48.9
Pacific Highway / Maclaurin Parade	Signals	4	Existing	1.10	9.2	Α	244
Taraao		PM	2 - Base 1	1.10	9.4	Α	248
			3 - Base 2	1.10	10.3	Α	251
		WE	Existing	0.84	15.6	В	60
Hill Street							
			Existing	0.29	6.5	Α	10.9
	Priority	AM PM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
Hill Street / Clanville Road			Existing	0.40	7.0	Α	11.5
			2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
		WE	Existing	0.42	7.1	Α	11.3
			Existing	0.28	8.6	В	17.3
		AM	2 - Base 1	*	*	В	*
			3 - Base 2	*	*	В	*
Hill Street / Roseville Ave	Priority		Existing	0.16	7.8	Α	10.3
		PM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
		WE	Existing	0.19	7.9	Α	10.7
Hill Street / Lord Street	Priority		Existing	0.31	8.7	В	17.3
		AM	2 - Base 1	*	*	В	*
			3 - Base 2	*	*	В	*
			Existing	0.23	8.4	Α	12.8
		PM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*

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Intersection	Control	AM/PM	Scenario	DS	AVD (s)	LOS*	HMD (s)
		WE	Existing	0.25	8.7	Α	13.9
			Existing	0.29	7.4	Α	13.8
		AM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
Hill Street / Bancroft Ave	Priority		Existing	0.16	7.3	Α	10.6
		PM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
		WE	Existing	0.19	7.4	Α	11.7
			Existing	0.23	4.1	Α	10.9
		AM	2 - Base 1	*	*		*
			3 - Base 2	*	*	Α	*
Hill Street / Victoria Street	Priority		Existing	0.18	3.4	A	10.2
		PM	2 - Base 1	*	*		*
			3 - Base 2	*	*	Α	*
		WE	Existing	0.14	1.6	Α	10.8
North of Hill Street							
		AM Existing 0.50 6.9 2 - Base 1 * * 3 - Base 2 * *	Existing	0.50	6.9	Α	11.8
			2 - Base 1	*	*	Α	*
			*	Α	*		
Clanville Road / Rawhiti Street	Priority	A	Existing	0.28	5.4	Α	10.0
Street		PM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
		WE	Existing	0.34	5.9	Α	10.5
			Existing	0.35	7.5	Α	8.6
		AM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
Roseville Ave / Trafalgar Ave	Priority		Existing	0.12	6.8	Α	7.5
Ave	1	PM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
		WE	Existing	0.07	6.6	Α	7.1
	P		Existing	0.49	8.6	Α	11.7
		AM	2 - Base 1	*	*	Α	*
	Priority Exist 2 - B 3 - B WE Exist 2 - B 3 - B AM 2 - B 3 - B Priority Exist 2 - B 3 - B WE Exist 2 - B 3 - B Priority Exist 2 - B 3 - B WE Exist 2 - B 3 - B Priority Exist 2 - B 3 - B PM Exist 2 - B 3 - B	3 - Base 2	*	*	Α	*	
Bancroft Ave / Glencroft Road	Priority		Existing	0.16	6.9	Α	8.1
Nodu		PM	2 - Base 1	*	*	Α	*
			3 - Base 2	*	*	Α	*
		WE	Existing	0.08	6.4	Α	7.0

^{*} Minor change only

Community Services and Facilities

Table 3: Summary of Existing Community Facilities and Land owned by Council

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Property Name	Property Location	Current Zoning	Size	Function
Ku-ring-gai Arts Centre	3 Recreation Avenue	2(c1)	973m²	It is used for community activities.
Arts Centre Car Park	3 Recreation Avenue	2(c1)	600m²	It is used for public car parking.
Lord Street Car Park	2 Lord Street	3(b)-(B2) Commercial Services	1685m²	It is used for public car parking. 62 car parking spaces.
Larkin Lane Car Park	Larkin Lane	3(a)-(A2) Retail Services	1302m²	It is used for public car parking. 44 car parking spaces.

Any increased population associated with the Roseville Centre will generate a proportional increase in demand for the existing community facilities. The proposed changes to existing community facilities are as summarised in the table below.

Table 4: Summary of Proposed Changes to Existing Community Facilities

Property Name	Comment
Ku-ring-gai Arts Centre (NOTE: Relocation of the existing centre is a possible option)	The existing building is not purpose built and does not effectively cater for specialist equipment, which is essential to conduct programs and services that both meet current standards, and will satisfy future needs. Any upgrades to the current building are unlikely to be cost effective. It is also recommended that appropriate exhibition space to be provided in close proximity to arts workshops. The key recommendation from the recently conducted Cultural Centre Feasibility Study recommends that Council consider establishing a Community Cultural Centre (possibly in Gordon) that incorporates exhibition space, meeting rooms, small scale performance and small scale civic functions, multimedia facilities, information resources and seminar rooms. It may also be viable to integrate an 800sqm creative arts workshop into this facility, should Council decide to relocate the existing Arts Centre at Roseville. The proposed cost of this facility is estimated at \$11,500,000
Car Parks	Consideration needs to be given to retaining the parking spaces in the town centre and whether these facilities be incorporated underground and how these car parks are provided and managed.

Open Space and Public Domain

Parks and Open Space

Existing Conditions

Previous studies of recreation distribution and demand have assessed the needs of the broader Kuring-gai population. These studies have identified that the municipality is well endowed with bushland open space, but the provision of local and district space is relatively low.

Roseville town centre has almost a complete absence of public open space in the study area. Roseville Memorial Reserve is the only small park approximately 1500sqm in area within the study area. It is located within 200 metres of the railway station fronting the western edge of the Pacific

Highway and adjacent to an existing RSL club. The park is impacted by noise and low air quality due to their close proximity to the Pacific Highway.

The Railway line and the Pacific Highway define the eastern and western areas of the town centre. The closest accessible recreational park lands to the town centre are Bancroft Park (about 600m walk from the centre) to the east, Roseville Park to the north east and Little Diggers Park. These are located over 1000 metres walking distance from the city centre. On the steeply graded western valleys, Loyal Henry Oval, located in the to the west is approximately 1000 metres walking distance from the city centre. Blue Gum Park, located south in the adjoining municipality is over 850 metres walking distance from the city centre.

(Attachment F – Open Space and Landscape Drawings Analysis drawings prepared by Aspect Sydney)

The lack of north-south street connections and the large block structure creates poor permeability and creates convoluted and indirect access to public open space.

Key Issues:

- Limited parks and open space in the study area.
- Existing parks and open space in the study area are in areas adjacent to the Pacific Highway, and are impacted by noise and air pollution.
- No central public space or town square.
- Public open space outside the study area is located in adjoining valleys, at a minimum of 850 metres walking distance from the town centre.
- Limited variety, connectivity and diversity of public open spaces in the study area.
- Poor pedestrian connections to existing public open space due to large block configurations with limited street connections.
- Existing significant Blue Gum High Forest remnants and creek corridors are in privately managed and owned lands, making them more vulnerable to incremental loss and fragmentation.

Objectives:

- Improve and enhance the quality of existing parks and open spaces.
- Provide new parks and open space that caters for existing and future residents in the area. These parks should address the eastern and western zones of the Pacific highway. These should be designed to provide increased opportunities for passive recreation, be of high quality design and be environmentally responsive.
- Provide an interconnected network of pedestrian connections including laneways, streets and paths between existing and proposed parks and open spaces.

Strategies:

- The creation of a public park between Roseville Avenue and Lord Avenue behind the shops on Hill Street. This park could have street address on three sides, and at 2306sqm, can accommodate large canopy trees in deep soil areas.
- A new village green style park along Larkin Lane and connecting to Roseville Memorial Park. The park would be have shops and cafes fronting onto it and also providing opportunities for children's play. The park could also accommodate best practice stormwater

- control devices, retention and opportunities for planting large scale native trees such as Blue Gums.
- A new reserve on the Blue Gum creek corridor between Shirley Road and Maclaurin Parade, providing bush land protection and best practice water management with low impact passive recreational activities.
- A linear park on the existing tributary of Little Blue Gum Creek, located on Nola Road. This
 can incorporate streetscape public domain controls to address water management and access
 to adjoining private residences.
- Long term expansion of Bancroft Park and enhancement of the park as a passive parkland area.

Public Domain Improvements

Strategies:

- Enhancing the main street character of Hill Street redesign the street to be pedestrian orientated while retaining on street car parking this work could include narrowing the carriage way, reducing traffic volumes, reorganising parking, broad footpaths and street trees, new street furniture and undergrounding power lines.
- Improving the Pacific Highway with street tree planting and undergrounding of powerlines
- Improvements to the footpaths along the Pacific Highway including widening (where possible), new pavements, furniture and street trees and landscaping.
- Ensuring access for all including older people and people with a disability.
- Enhancement of the rear lanes to create quieter shopping locations with cafes and outdoor dining.
- Improvements to streets generally including new footpaths, lights, street trees and undergrounding of powerlines.
- Enhancement of the Railway Gardens and creation of a small new urban space on the western side of the railway line at the station entrance.

Streetscape Character

Objectives:

- Protect and enhance the unique and distinctive streetscape character, distinctive to the east and west of the study area.
- Improve and develop proposed streets in accordance with the unique character of the study area.

Strategies:

- Ensure all existing overhead power lines are located underground in an appropriate location to ensure adequate street tree planting.
- Maintain and increase the extent and density of street tree planting, in accordance with the existing large scale and species diversity evident on the eastern and western town areas.
- Maintain Blue Gum High Forest trees within existing and proposed streetscapes and ensure appropriate conditions for protection.
- Recognise the significant contribution that private domain trees have on the public realm and provide specific controls to ensure their ongoing protection.

Biodiversity

Objectives:

- Protect and enhance the natural systems in the study area.
- Ensure all new development is developed in accordance with best practice environmentally sustainable measures and design.

Strategies:

- Maintain and augment Blue Gum High Forest remnants on public and private land.
- Protect existing remnant and significant vegetation on public and private land.
- Encourage increased planting of endemic species along rail corridor, in existing and proposed parks and open spaces.
- Ensure proposed developments in Blue Gum Creek corridor have a minimum 50 % of endemic Blue Gum High Forest species.
- Ensure principles of sustainable design are incorporated into new development.
- Ensure water sensitive urban design is incorporated into existing streetscapes, new streetscapes, parks and open space.
- Establish bio-linkages that extend from the bio-corridors of the surrounding river valleys into the town centre.

Attachment G – Draft Recommended Land Use Plan illustrates opportunities for new parks and public places. Roseville Centre has the potential to provide a range of parks and public spaces to cater for a variety of users including green parks for families with children; outdoor dining, widened footpaths, small public spaces and street trees for shoppers; and new urban spaces for workers to have lunch.

RECOMMENDED LAND USE SCENARIO

Recommended Strategy

The Draft Recommended Land Use Strategy for Roseville is shown in **Attachment G**. A summary of the recommended strategy is provided below.

Roseville will be a Small Village as defined by the Metropolitan Strategy. Roseville Centre will comprise:

- Up to 9000sqm retail floor space made up of primarily small shops and speciality retail, restaurants, cafes, an RSL Club and a cinema.
- Around 920 new residential dwellings (including both RDS Stage 1 and RDS Stage 2) within a 400 metre walking radius of the centre.
- New cafes and restaurants at the rear of the existing shops on Larkin Lane facing onto a new public square.
- Widened footpaths, new furniture and street trees along Hill Street and retention of at-grade public parking at Roseville Lane.
- New local open space on the fringe of the commercial/high density residential areas on the western side between Shirley Road and Maclaurin Parade.

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• Expansion of Bancroft Park on the eastern side to provide increased passive open space.

Detailed Description of Recommended Scenario

The following descriptions are made in reference to **Attachment H** - Roseville Centre Precinct Plan.

Retail

It is recommended that Roseville Centre increase the retail floor space from an existing 6,300sqm to approximately 9,000sqm NFA of retail. This represents an increase of approximately 3,000sqm. This growth is largely on the western side around Larkin Lane to allow new shops at the rear of existing shops. It should be noted that given Roseville's proximity to Lindfield and Chatswood a supermarket will not be an appropriate use in Roseville subject to further investigation. This is further supported by the outcomes of the community consultation not wanting a supermarket within the Roseville Centre.

The two sides of Roseville are envisaged with different characters and roles. The western side will continue to provide evening activities. New speciality shops / cafes and restaurants will be encouraged along Larkin Lane as a quiet area for outdoor dining and perhaps markets. The eastern side will continue to play more of a day time role with daily shopping and other services as well as cafes. To support this role Hill Street will be improved through public domain improvements and minor expansion of retail along Lord Street.

The central area of Roseville adjoining the former CBA bank will provide possible café uses and improved public domain and railway gardens to enhance the link between the two sides.

Commercial

Roseville Centre will continue to provide a minor role in the provision of commercial space. The majority of this will be small offices above retail or within mixed use developments catering for professional services, medical practitioners and the like.

Residential

Roseville Centre is a minor centre within the Ku-ring-gai LGA and therefore will provide fewer new dwellings than other larger centres. It is proposed to provide approximately 380 new dwellings as part of RDS Stage 2.

A comparison with the other centres planned to date is as follows:

Centres	New dw		
	RDS Stage 1 (including Ministers Targeted Sites)	RDS Stage 2	Total per centre
1. Gordon	1,352	1,641	2,993
2. St Ives	1,815	753	2,568

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Centres	New dw		
3. Lindfield	1,589	758	2,347
4. Turramurra	1,163	748	1,911
5. Pymble	832	379	1,211
6. Roseville	544	379	923
	T	11,953	

NOTE: These preliminary figures assume:

- 70% of Stage 2 floor space in shop top format
- 80sqm average for shop top units;
- 110sqm average for non shop top units.

It can be seen that Gordon and St Ives, based on current planning, will provide the greatest number of dwellings, followed by Turramurra and Lindfield and then Pymble and Roseville. Roseville is estimated at this stage to provide up to 923 dwellings (including Stage 1 and Stage 2) which is compatible with the Metropolitan Strategies recommended dwelling range for Small Villages of 800 - 2,700 dwellings within a 400 metre radius.

The provision of apartments in Roseville is extremely constrained by urban areas of high conservation values on the eastern side and topography and access on the western side.

The majority of new apartments are provided along the western and eastern side of the highway at the rear of the retail / commercial area. In addition other areas which have been identified for potential new housing are (**Attachment H**: Precinct Plan):

1. Existing 2(c1) residential zone in the area defined by Larkin Street, Pockley Avenue and Maclaurin Parade (Precinct E).

Following a comprehensive urban design assessment, the consultants have identified this precinct as appropriate for increased residential yield. This is mainly due to its proximity to the commercial centre and the fact that there are very limited opportunities to increase residential yield elsewhere within close proximity to the commercial centre.

It is acknowledged that part of this area was contained within the Former Special Area No.1 – Roseville and this area as potential medium density zone had particular considerations, the issues included traffic and transport, heritage, drainage, topography, significant vegetation and community concerns.

Former Special Area No 1- Roseville was considered by Council on 25 November 2003. Council resolved that the "The Special Area 1 - Roseville be removed as a Special Area and removed from the Residential 2D(a) zone and be rezoned to Residential 2(c2) with the exeption of 7-19 Corona Avenue, Roseville to be rezoned as Residential 2D(1)".

Draft LEP 194 was submitted to the Department and the Minister for Planning and in the final LEP 194 gazetted by the State Government (May 2004) - the area bounded by Maclaurin Parade, Kings Avenue and Corona Avenue (including Nola Road) was rezoned to Residential 2(d3). The lands in Pockley Avenue were included in the Residential 2(c1) zone.

Whilst it is acknowledged that Council is not required to review 2(c1) zones, this precinct has been included amongst other sites identified by the consultants for consideration by Council.

- 2. Existing 2(e) residential zone between Larkin Street and Larkin Lane (Precinct D).
- 3. Other existing 2(d) medium density residential zones have been rezoned to make them compatible with the LEP template however given the strata ownership the areas are considered unlikely to redevelop and the dwelling yields form these areas have not been counted.

All the new areas of housing have been selected as they provide opportunity to provide additional housing with good amenity and with minimal constraints related to existing canopy trees, heritage, topography, traffic and access and are all within a 400m walk of the station. They also provide opportunities to increase public amenity through the provision of new streets, paths or lanes.

Open Space Zoning / Acquisition Principles

The Roseville Centre is not well served by open space areas. Council's planning for open space should recognise the limitations of the existing provisions and seek to add value to existing space where appropriate as well as acquire further land for open space where opportunities allow.

Similar to the approach advocated within the St Ives Centre, rezoning of land identified as potential future open space is not recommended within this report with the exception of lands owned by Council.

Opportunities highlighted within the study as being worthy of future effort by Council include seeking opportunities to increase the size of existing reserves, creating new reserves and the retention and enhancement of existing parks.

Consistent with the opportunities outlined in the report, Council's Open Space Acquisition Strategy, Council could seek to enter discussions and negotiations with owners of appropriate sites at market rate. Where owners do not wish to consider sale of land for additional open space, the purchase of that land need not be pursued. Opportunities may also exist within integrated developments within the core of the centre to add to the public domain as a component of development.

ROSEVILLE CENTRE PLANNING

Zoning

Rezoning of land in the Roseville centre will need to be undertaken in accordance with the zones provided under the gazetted standard LEP. The rezoning process will take the form of an amendment to the new Ku-ring-gai (Town Centres) Local Environmental Plan which is currently being drafted to apply to the St Ives and Turramurra centres.

Table 5 below outlines proposed zonings for the Roseville Centre required to implement the recommended future land use plan. These zones are mapped in **Attachment I**. It should be noted that these are proposed underlying zones only. Nominated development standards for the various

zones and individual sites within zones will be identified following the development of the built form controls.

The zones being considered for Roseville are the following:

Zone R3 – Medium Density Residential: This zone is to apply in areas to provide for multi unit development in the form of town houses and units of up to 3 storeys. This includes some interface sites and existing medium density sites which are not considered suitable for 5 storey unit development.

Zone R4 – High Density Residential: This zone is to apply to those sites which will provide for unit development up to 5 storeys (with a reduced 5th storey). This includes land within the existing 2(d) zone.

Zone B2 – Local Centre: This zone is to apply to land in the core of the centre for the development of mixed use developments containing a combination of retail and commercial space along with shop-top housing.

Zone B5 – Business Development: This zone is to apply to land in the core of the centre where the development of commercial and retail space is proposed but not suitable for residential development. These sites are typically shallower sites between the railway and Pacific Highway which would produce poor residential amenity.

Zone SP2 – Infrastructure: This zone provides for physical and social infrastructure including churches, schools, electricity supply, car parking etc. Within Roseville, this zoning will apply to existing church sites.

Zone RE1 – Public Recreation: This zone is to apply to public parks and open space. This will apply to the Roseville Memorial Park

ROSEVILLE CENTRE PLANNING

Zoning

Table 5 – Proposed Roseville Centre Zoning Scheme (refer to **Attachment I**)

Precinct	Precinct Description	Existing Use	Existing Zones	Proposed Zones
A	2-4 Eton Road, 163-205	Residential	2(d)	High Density
	Pacific Highway	dwelling houses		Residential (R4)
		and units		
				Business
	161 Pacific Highway	Vehicle	3(b)-(B2) Business	Development (B5)
		showroom	Commercial Services	
В	180-214 Pacific	Residential	2(d)	High Density
	Highway, 5 Eton Road	dwelling houses		Residential (R4)
	and 1 Westbourne	and units		
	Road			
С	134-174 Pacific	Residential	2(d)	High Density
	Highway	dwelling houses		Residential (R4)

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Precinct	Precinct Description	Existing Use	Existing Zones	Proposed Zones
		and units		•
	124-132 Pacific	Commercial	3(b)-(B2) Business	High Density
	Highway	premises	Commercial Services	Residential (R4)
D	118-122 Pacific	Residential units	2(d)	Local Centre (B2)
	Highway		, ,	` ,
		Commercial		
	64-116 Pacific	premises, shops,	3(a)-(A2) Business Retail	Local Centre (B2)
	Highway	car park	Services	
		-		
		Registered club		
	2 Pacific Highway		6(a) Recreation Existing	Public Recreation
				(RE1)
		Residential	2(e)	
	1-23 Larkin Street, 1-3	dwelling houses		Local Centre (B2)
	Sixth Mile Lane	and units		
				7
E	2-4 Larkin Street, 1-15	Dwelling houses	2(c1)	Medium Density
	and 2-16 Pockley			Residential (R3)
_	Avenue			
F	2-4 Maclaurin Parade	Residential units	2(d)	High Density
				Residential (R4)
	2-36 Pacific Highway	Residential		
		dwelling houses	2(d)	High Density
		and units		Residential (R4)
G	89 Pacific Highway	Commercial	2(h)	Business
		premises		Development (B5)
	40 02 Desific Highway	6	0(-1)	Duringan
	49-83 Pacific Highway	Commercial	2(d)	Business
	5-47 Pacific Highway	premises, shops		Development (B5)
	5-47 Facilic Highway	Residential	2(d)	High Density
		dwelling houses	2(u)	Residential (R4)
		and units		ixesideriliai (1x4)
Н	1-5 Oliver Road, 69-73	Residential	2(d)	Medium Density
	Hill Street, 4 Roseville	dwelling houses	2(0)	Residential (R3)
	Avenue	and units		rtoolaontial (rto)
	67 Hill Street	Commercial	2(d)	Medium Density
		premises		Residential (R3)
		•		, ,
	65 Hill Street	Commercial	3(b)-(B2) Commercial	Medium Density
		premises	Services	Residential (R3)
	5 Roseville Avenue	Seniors Living	2(e)	Local Centre (B2)
	3 Roseville Avenue	Dwelling house	2(e)	Local Centre (B2)
		_		
	1 Roseville Avenue,	Commercial	3(b)-(B2) Commercial	Local Centre (B2)
	37-63A Hill Street, 2	premises, shops	Services	
	Lord Street			
J	7-7A Lord Street	Church	5(a) Special Uses	Infrastructure (SP2)
			(Church)	
				Local Centre (B2)
	5 Hill Street	Dwelling house	2(e)	

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Precinct	Precinct Description	Existing Use	Existing Zones	Proposed Zones
				Local Centre (B2)
	1-5 Lord Street, 7-35	Commercial	3(a)-(A2) Business Retail	
	Hill Street	premises, shops	Services	
K	1-3 Hill Street, 2-12	Residential	2(d)	Medium Density
	Victoria Street	dwelling houses		Residential (R3)
		and units		, ,

Existing Medium Density Sites

The Minister's Directive of 24 May 2004 requires Council to review all existing medium density zones including 2(d), 2(e) and 2(h) to determine which areas area appropriate for improved development standards so as to encourage the redevelopment of land in the existing medium density zones. Development standards similar to those under the 2(d3) zone in LEP 194 are being considered for these sites.

Council's urban design consultant has undertaken an assessment and provided recommendations as to the appropriate zoning for the sites zoned 2(d) and 2(e) and 2(h) within the Roseville centre Study area. The recommendations are based on:

- a. Proposed Town Centre structure;
- b. Appropriate zoning selection to minimise impacts of privacy and overshadowing on interface;
- c. Topography, vegetation and access;
- d. Suitability for redevelopment and increase in density;
- e. Existing density and development.

The existing medium density sites that are considered appropriate for rezoning at this stage are outlined in **Table 6** below. The recommended zoning for the various areas are out lined in **Table 5** above and shown on the proposed zoning scheme map included as **Attachment I** to this report.

Table 6 – Existing Medium Density Sites for Rezoning

Precinct	Address	Current Zoning
Part of Precinct A	2-4 Eton Road, 163-205 Pacific	2(d)
	Highway	
Precinct B	180-214 Pacific Highway, 5 Eton	2(d)
	Road, 1 Westbourne Road	
Part of Precinct C	134-174 Pacific Highway	2(d)
Part of Precinct D	1 Maclaurin Parade, 1-23 Larkin	2(e)
*	Street, 1-3 Sixth Mile Lane, 118-122	
	Pacific Highway	
Precinct F	2-4 Maclaurin Parade, 2-36 Pacific	2(d)
	Highway	
Precinct G	5-89 Pacific Highway	2(d), 2(h)
Part of Precinct H	4 Roseville Avenue, 1-5 Oliver Road,	2(d)
	67-73 Hill Street	
Part of Precinct I	3-5 Roseville Avenue	2(e)
Part of Precinct J	5 Hill Street	2(e)
Precinct K	1-3 Hill Street, 2-12 Victoria Street	2(d)

It is acknowledged many of these sites are unlikely to redevelop in the immediate future, particularly given the existing strata laws. However, all these sites are well located in terms of the access to transport, services and facilities and higher development standards applied to these sites have the potential to provide an incentive to redevelop in the long term. Applying the high density residential zone to these sites will provide a consistent approach to the residential zoning in the town centre.

Not all land currently zoned 2(d) and 2(e) has been recommended rezoning at this stage. These outstanding sites will be reviewed as part of Council's future comprehensive LEP. Council should note that any sites are not included in the draft town centres LEP, they would still be required to be zoned residential high density under the future comprehensive LEP, as this is the zone under the LEP template which permits residential flat building development.

Interface Sites

On 18th October 2005, Council considered a report on sites at the interface with medium density 2(d3) zones and single dwellings. There were no sites within the Roseville centre study area identified in the interface sites study.

However, sites which are currently zoned 2(a) or 2(c1) within the Roseville study area with potential interface implications resulting from the recommended future land use are being identified and assessed. The assessment of all sites will use the same methodology identified in the interface sites report presented to Council on 18 October 2005 and will include a detailed heritage assessment in the cases where the properties are existing or potential heritage items. Councillors will be consulted on the recommendation for rezoning interface sites within the Roseville centre study area via Council's Planning Committee.

Reclassification of Council Owned Land

Land which is owned by or under the control of a local Council (with some exceptions, such as roads and crown reserves) must be classified as either 'community land' or 'operational land' under the *Local Government Act 1993*. Community land will ordinarily be land which is open to the public, such as park, bushland reserve or sportsground, while operational land may be held by Council as an asset or used for other purposes such as works depots or garages.

The purpose of the 'community land' classification is to identify Council owned land which should be set aside for use by the general public. Community land cannot be sold by the Council and can only be leased for certain purposes. There are a number of restrictions on the way Councils can deal with community land:

- Community land cannot be sold;
- A Council can grant a lease over community land, but only for certain purposes which are authorised by the plan of management of the land;
- Community land must be managed in accordance with a plan of management; and
- Community land may only be dedicated as a public road where the road is necessary for enjoyment of the land.

Normally, land can only be reclassified from community land to operational land by making a new LEP. The procedures for making an LEP must be complied with, including public exhibition of the plan and consideration of submissions from members of the public. The plan must be made by the Minister of Planning.

In the case where reclassification of the land is carried out by an LEP it will also require a public hearing to be conducted under Section 68 of the EP&A Act and Section 29(1) of the Local Government Act. It is intended that the public hearing will be conducted during the public exhibition period of the DLEP.

The following Council owned lands in Roseville have been identified as potential sites that may require reclassification to implement the recommended land use proposal for the centre.

Table 6 – Council Owned Land under Consideration for Reclassification (refer to **Attachment I**)

Item No.	Address	Property	Description
1	2 Lord Street, Roseville	Lot 1, DP556917	Lord Street Car Park
		Lot 7, DP561031	
		Lot 4, DP225030	
		Lot 11, DP575457	
		Lot 3, DP556955	
		Lot 5, DP559096	
		Lot 9, DP563301	
2	1 Larkin Lane, Roseville	Lot 2, DP507593	Larkin Lane Car Park
		Lot 2, DP504082	
		Lot 1, DP500045	
		Lot 2, DP511182	
		Lot 1, DP215231	
		Lot 22, DP595126	
		Lot 1, DP502277	
		Lot 1, DP500309	
		Lot 1, DP215188	
ı		Lot 2, DP505005	
		Lot 11, DP861578	
		Lot 2, DP511183	
		Lot 1, DP505371	
		Lot 1, DP501603	
4		Lot 1, DP507809	

Following, adoption of a draft recommended land use plan by Council, more detailed consideration will be given to the future development scenarios for Council owned land. This will include the development of more detailed planning controls for the various land uses and locations and identifying building envelopes. This will then inform which sites or portions of sites will require reclassification to implement the plans. It may well be that only a portion of some sites may need reclassification. This will be particularly be important for sites such as the Lord Street Car Park site where the potential future use and redevelopment options remain to be resolved.

The report to Council on the draft LEP for Roseville will include a final recommendation on Council land to be reclassified. More detailed background information on the history, size, encumbrances, land values and other information that may affect these sites will be finalised and reported back to Council, via Council's Planning Committee.

Development Control Plan

The proposed DCP to apply to the Roseville centre will take the form of an amendment to the Draft Ku-ring-gai Town Centres Development Control Plan.

Recent amendments to Part 3 of Environmental Planning and Assessment Act have resulted in Council only being able allowed to have one DCP applying to land covered by the Draft Ku-ringgai (Town Centres) DLEP. This has resulted in the draft Town Centre DCP being drafted as a comprehensive DCP, containing all development controls to apply to land covered by the DLEP.

Once the relevant master planning provisions for the Roseville centre have been developed, it is proposed to incorporate these provisions into the DCP through amendments to Part 2 (Vision, Objectives and Strategies), Part 3 (Public Domain Controls) and Part 4 (Primary Development Controls) only. The remaining general provisions contained in the other parts of the DDCP (parts 1 and 5 to 9) will also apply to Roseville and it is not proposed make any amendment to those provisions.

The new Section 74C the EP&A Act, also clarifies that a DCP may not duplicate the provisions of an LEP, be inconsistent with an LEP or contain provisions that prevent compliance with an LEP. Every effort has been made to ensure that the DDCP provisions applying to Roseville will satisfy the requirements of the Act, with the controls contained in the DDCP being consistent with the development standards contained in the DLEP.

Calculation of Development Yield

Once more detailed plans are developed and prior to a draft LEP and DCP being brought back to Council for a resolution to exhibit, staff will calculate more accurate development yields for the residential component of the redevelopment based on building envelopes as proposed.

A consultant will also be engaged to calculate the feasibility to demonstrate that the controls as included in the draft documents are such that would give sufficient incentive to the redevelopment of land.

Based on the Draft Recommended Land Use Plan the potential dwelling increase in Roseville will be approximately 379 dwellings resulting in a potential population yield of approximately 682 people over the life of the plan. It should be noted this is a preliminary estimate only.

CONSULTATION

The major household survey for Roseville Centre was posted to around 3100 households in Roseville in February 2006 and around 1100 responses were received (**Attachment B** – Surveys / Consultations Report).

A workshop was convened near to Roseville on Wednesday 3 May 2006. It included 60 Roseville householders, business owners and resident group nominees who had volunteered to attend

consultations when they completed the above resident survey. Participants then worked in small groups to document issues about Roseville, with a member of Council's planning staff to assist.

An email survey to 420 Roseville householders and businesses has been sent, seeking feedback on the above. As with St Ives and Turramurra centres, further consultation, including that with businesses and commercial property owners will be completed, and information and feedback links maintained via email with stakeholders, and the general community, throughout the planning steps ahead. These will include staffed exhibitions within the town centre and updated web-based information, brochures, information in local papers (including the Ku-ring-gai News) and potential 3D models. Regular information about relevant Planning Committee and other Council meetings will also be provided.

All property owners within the study area have been notified of this report going to Council. In addition, all those on the planning email feedback register for Roseville have been notified. This group comprises of interested residents, business owners, local groups and other stakeholders and includes those who attended the community workshop. Relevant information has also been placed on Council's website.

FINANCIAL CONSIDERATIONS

All primary costs are met by the Departments operational and projects budgets. Additional funding opportunities for new and enhanced public facilities will be sourced through the preparation of a new Section 94 Plan, potential grant funding and other planning mechanisms. Detailed Economic feasibility assessments will be undertaken as part of the next phase of the project including developing building envelopes and controls.

Other funding sources will also be incorporated into the project, including a new Section 94 Plan and potential grant funding.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

The integrated planning approach has ensured input from all Council departments throughout the project.

SUMMARY

Council has adopted an integrated planning approach to planning of the Roseville Centre and has embarked on a process of community and stakeholder consultation to ensure that the requirements of the Minister's Direction are met in a way which improves the amenity of the Roseville Centre and which maximises the benefits to the community of redevelopment.

This will ensure that existing problems, such as traffic and parking are addressed and new open space, public domain improvements and new and improved community facilities are provided and that current and future retail, commercial and local business and employment needs of the local community are met.

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The first stage of implementation of plans for Roseville Centre requires the preparation of a new LEP and a new DCP to guide future redevelopment of the centre.

The report provides an overview which sets out a preferred option for future development of retail and commercial activities and assesses other sites that are currently zoned for medium density development for suitability for rezoning for medium density development consistent with the provisions of LEP 194.

The report also identifies interface sites that were rezoned under LEP 194 and which would benefit from rezoning to medium density and other sites which have special circumstances that make them suitable for rezoning to medium density and makes recommendations for their rezoning.

It also considers Council owned land and proposes that certain sites be reclassified from community to operational land to provide for more flexible use in the future consistent with plans for the Lindfield centre.

The draft LEP and DCP will be brought back to Council for further resolution to exhibit the documents as presented. This report will outline further consultation strategies for the exhibition of these documents and will present plans for other aspects of planning for the area, such as a public domain plan, traffic / parking management proposal, proposals for community facilities and open space so that these can be considered and, where appropriate included in a schedule of works for a Section 94 plan and or for inclusion in future capital works schedules so that the overall vision for Roseville Centre can be progressively achieved.

All recommendations arising from this report will be subjected to further detailed analysis and assessment by Council staff and specialist consultants, this will include economic feasibility analysis, traffic and transport assessments, urban design and planning analysis, and land information assessment. The results of these assessments and review will be brought back to Council's Planning Committee and Council.

RECOMMENDATION

- A. That Council adopt in principle the preferred Roseville Land Use Plan as outlined in this report and in **Attachment G** to guide future development of retail, residential, community and commercial activity within the Roseville Centre.
- B. That Council commence preparation of a Draft Local Environmental Plan to rezone land consistent with Council's preferred option and notify the Department of Planning of its resolution under Section 54 of the Environmental Planning and Assessment Act.
- C. That Council notify relevant government agencies of its intention to prepare a Local Environmental Plan as required under Section 62 of the Environmental Planning and Assessment Act.
- D. That the Draft Local Environmental Plan propose rezoning of lands in accordance with the map contained in **Attachment I.**

- E. That Council prepare a Draft Development Control Plan for the Roseville Centre in accordance with the existing Draft Town Centres DCP including any amendments required by the gazetted Standard LEP.
- F. That Council formally consider the Draft Local Environmental Plan and Draft Development Control Plan prior to them being placed on public exhibition.
- G. That this report consider reclassification of community land within the Roseville Centre.
- H. That the following be prepared for the Roseville Centre:
 - i. A public domain concept plan.
 - ii. An action plan for traffic and parking management.
 - iii. Proposals for community facilities.
 - iv. Other proposals for a schedule of works for inclusion in a Draft Section 94
- I. That the development of a Section 94 Development Contributions strategy be commenced.
- J. That creation of new roads and pedestrian linkages generally as indicated on the map in **Attachment G** be further considered by Council prior to inclusion in the Draft Local Environmental Plan and Draft Development Control Plan.
- K. That final controls and rezoning of land within the Roseville Centre as outlined in this report is subject to economic feasibility assessment by a suitably qualified consultant and further consideration and investigation and review as outlined within this report.

Ling Lee Craige Wyse

Urban Design Architect Senior Urban Planner

Antony Fabbro Steven Head

Manager Urban Planning Director Open Space & Planning

Attachments: A - Urban Design Principle Drawings - 613022

- **B Surveys / Consultations Report 611815**
- C Excerpt from Ku-ring-gai Retail Centres Study 611816
- D Excerpt from Draft Heritage Review Report 611817
- E Urban Design Analysis Drawings 611818
- F Open Space and Landscape Analysis Drawings 611819
- G Draft Recommended Land Use Plan 613031
- H Precinct Plan 611820
- I Proposed Zoning Scheme 611822
- J Land Under Consideration for Reclassification 611877 & 612575

RESOLUTION OF ORDINARY MEETING OF COUNCIL

23 MAY 2006

183 Roseville Centre Recommended Draft Land Use Plan

File: S04365

The following members of the public addressed the Council:

S Ricketts

P Hunt

T Cox

W Wheatley

W Wheathe

D Nicol

M Franklin

F Walker

H Badger

S Ryan

N Holliday

A Dennis

S Crane

S Bradshaw

D McGonigal

M Hill

At 11.50pm a Motion moved by Councillors Bennett & Shelley to extend the meeting until business completed was put to the vote

For the Extension: The Mayor, Councillor E Malicki, Councillors

Andrew, Bennett, Cross, Ebbeck, Hall, Lane, Shelley

Councillor Ryan returned during address to Council

& Anderson

Against the Extension: Councillor Ryan

For Council to consider consultation and planning outcomes for the Roseville Centre including endorsement of the recommended land use plan, to prepare a Draft Local Environmental Plan and Draft Development Control Plan to rezone certain lands in and around the Roseville Centre to set more detailed planning and development controls for the area.

Resolved:

(Moved: Councillors Shelley/Anderson)

- A. That Council adopt in principle the preferred Roseville Land Use Plan as outlined in this report and in **Attachment G**, as amended, to guide future development of retail, residential, community and commercial activity within the Roseville Centre.
- B. That Council commence preparation of a Draft Local Environmental Plan to rezone land consistent with Council's preferred option and notify the Department of Planning of its resolution under Section 54 of the Environmental Planning and Assessment Act.
- C. That Council notify relevant government agencies of its intention to prepare a Local Environmental Plan as required under Section 62 of the Environmental Planning and Assessment Act.
- D. That the Draft Local Environmental Plan propose rezoning of lands in accordance with the map contained in Attachment I, with the following amendments.
 - i. Delete the proposed R3 medium density residential zone in Precinct E (the area bounded by Larkin Street, Maclaurin Parade, Kings Avenue (part) Pockley Ave, and the Rifleway, Roseville).
 - ii. Northern section of precinct G currently proposed to be rezoned as B 2 Local centre and be further investigated to accommodate residential development.
 - iii. Number 4 Lord Street, Roseville and 7 Roseville Avenue, Roseville be zoned as B2 Local Centre.
- E. That Council prepare a Draft Development Control Plan for the Roseville Centre in accordance with the existing Draft Town Centres DCP including any amendments required by the gazetted Standard LEP.
- F. That Council formally consider the Draft Local Environmental Plan and Draft Development Control Plan prior to them being placed on public exhibition.
- G. That the report consider reclassification of community land within the Roseville Centre.

Items numbered A to G CARRIED UNANIMOUSLY

- H. That the following be prepared for the Roseville Centre:
 - i. A public domain concept plan.
 - ii. An action plan for traffic and parking management including but not limited to specific recommendations for improvements to the intersections with Pacific Highway and MacLaurin Parade, Shirley Road, Clanville Road and Pacific Highway and Hill Street and Boundary Street".
 - iii. Proposals for community facilities.

iv. Other proposals for a schedule of works for inclusion in a Draft Section 94 Plan.

CARRIED UNANIMOUSLY

(Moved: Councillors Bennett/Shelley)

H. v. That the present art centre be retained in Roseville.

For the Resolution: The Mayor, Councillor E Malicki, Councillors

Bennett, Cross, Shelley & Anderson

Against the Resolution: Councillors Andrew, Ebbeck, Hall, Lane & Ryan

The voting being EQUAL, the Mayor exercised her Casting Vote IN FAVOUR of the Motion

Part H (v.) was carried as an Amendment to the Original Motion as an additional part.

CARRIED UNANIMOUSLY

(Moved: Councillors Bennett/Cross)

H. vi. That Council investigate ways of financing the conversion of the Lord Street Car Park to a park together with some at-grade car parking & undergrounding of at least the balance of the spaces.

For the Resolution: The Mayor, Councillor E Malicki, Councillors

Andrew, Bennett, Cross, Shelley & Anderson

Against the Resolution: Councillors Ebbeck, Hall, Lane & Ryan

Part H (vi.) was carried as an Amendment to the Original Motion as an additional part.

- I. That the development of a Section 94 Development Contributions strategy be commenced.
- J. That creation of new roads and pedestrian linkages generally as indicated on the map in **Attachment G**, as amended, be further considered by Council prior to inclusion in the Draft Local Environmental Plan and Draft Development Control Plan.
- K. That final controls and rezoning of land within the Roseville Centre as outlined in this report is subject to economic feasibility assessment by a suitably qualified consultant and further consideration and investigation and review as outlined within this report.

Items numbered I to K CARRIED UNANIMOUSLY

L. That the property of the Uniting Church of Roseville located at 7 Lord St ("the cottage") be included in Precinct J with B2 zoning, with the remainder of church land being zoned SP2.

For the Resolution: The Mayor, Councillor E Malicki, Councillors

Andrew, Cross, Ebbeck, Hall, Lane, Ryan, Shelley &

Anderson

Against the Resolution: Councillor Bennett

N. That The Sydney Society of the New Church in Australia properties located at 2B and 4 Shirley Road, adjacent to Precinct C, and currently zoned for church use be zoned SP2.

CARRIED UNANIMOUSLY

O. That in Precinct I sites 3, 5, and 7 Roseville Ave and 4 Lord Street retain medium-density zoning at R3.

For the Resolution: The Mayor, Councillor E Malicki, Councillors

Bennett, Cross, Ebbeck, Hall, Lane, Ryan, Shelley &

Anderson

Against the Resolution: Councillor Andrew

P. (a) That the land coloured green on the land use strategy map and located adjacent to The Rifleway, Pockley Avenue, MacLaurin Parade and Kings Ave be zoned for single residential dwellings.

CARRIED UNANIMOUSLY

P. (b) That the land coloured green on the land use strategy map and adjacent to The Rifleway, Pockley Avenue, MacLaurin Parade and Kings Avenue have site controls developed under the comprehensive DCP to assist in the rehabilitation of the riparian zone as detailed in the Nola Road precinct controls in DCP 55.

For the Resolution: The Mayor, Councillor E Malicki, Councillors

Andrew, Bennett, Cross, Ebbeck, Hall, Shelley &

Anderson

Against the Resolution: Councillors Lane & Ryan

Q. That only areas on the land use strategy map nominated as pedestrian accessways or roads be those listed as below:

- i. The lane proposed adjacent to the railway line in Precinct A.
- ii. The roads as proposed in Precinct A.
- iii. The proposed realignment of Clanville Avenue including a new overhead bridge adjacent to Precinct A.
- iv. The proposed access ways and roads in Precinct C.
- v. The proposed access ways and roads in Precinct D.
- vi. The proposed improvements in public areas in Precinct G in the B2 zone; and
- vii. The proposed access ways and lanes in Precinct G.

CARRIED UNANIMOUSLY

The following Part M of the Motion when put to the vote was LOST.

M. That the properties of the St Andrew's Anglican Church of Roseville church, the rector's house and the church hall and on the corner of Hill St and Bancroft Street (opposite the B2 zoning in Bancroft and with R3 zoning on the Hill St boundary) be zoned R4, similar to that zoning given to St Alban's Anglican Church in Lindfield.



Office of the Director General

Mr John McKee General Manager Ku-ring-gai Municipal Council PO Box 15 Gordon NSW 2072

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Our ref:

9043258:9043170

Your ref:

s04019; s04365; s04350

Dear Mr McKee

Re: Section 54(4) Notification – Draft Amendment to Ku-ring-gai Town Centres LEP

I am writing in response to Council's letters advising of the Council's decision to prepare draft local environmental plans ('LEP'), under section 54(4) of the Environmental Planning and Assessment Act 1979 ('EP&A Act') for Gordon, Pymble, Roseville and Lindfield,

You will be aware that an instrument of delegation in respect of my LEP making functions was executed on 16 February 2006 ('delegation'). Use of the delegation in respect of a draft LEP is conditional on receipt by Council of a Written Authorisation to Exercise Delegation ('Authorisation'). An Authorisation is being issued on this occasion subject to the attached schedules. Council is required to submit the draft LEP to the Department prior to a section 65 certificate being issued and to provide a copy of the certificate and accompanying instrument and maps when the LEP is exhibited.

Consultation with the Heritage Office within the Department under section 62 of the Act is required in this instance.

Should you have any queries in regard to this matter please contact the Regional Office of the Department.

Yours sincerely

2er Sam Haddad **Director General**

30.6.06



WRITTEN AUTHORISATION TO EXERCISE DELEGATION

This is a Written Authorisation to Exercise Delegation ('Authorisation') pursuant to the instrument of delegation executed by the Director General of the Department of Planning ('Director General') on 16 February 2006 ('Delegation').

Subject to the Delegation and the terms and conditions specified in Schedules 1 to 5 inclusive to this Authorisation, the following functions are delegated to **Ku-ring-gai** Council ('Council') with respect to the draft local environmental plan the subject of notification by Council to the Director General under section 54(4) of the *Environmental Planning and Assessment Act 1979* ('EP&A Act') on resolution by Council for Pymble and Gordon dated 23 May 2006 and on resolution by Council for Lindfield and Roseville dated 29 May 2006 ('Draft Ku-ring-gai (Town Centres) LEP 2006 (Draft Amendments)'):

Section 65(1)

Dated 30th day of June 2006

Sam Gabriel Haddad

DIRECTOR GENERAL
Department of Planning

Schedule 1

The exercise of the function(s) under the Delegation is subject to:

- Prior to exhibition and before a section 65 certificate is issued, Council submitting the draft LEP amendments to the Department.
- the Draft LEP being consistent with any relevant Ministerial Direction issued pursuant to section 117 of the EP&A Act; and
- the Draft LEP not containing provisions suspending laws pursuant to section 28 of the EP&A Act; and
- 4. compliance with the Best Practice Guideline published by the Department of Urban Affairs and Planning in January 1997 entitled, 'LEPs and Council Land Guideline for Councils using delegated powers to prepare LEPs involving land that is or was previously owner or controlled by Council; and
- matters set out in the following schedules (Schedules 2,3,4,5) for each town centre.

SCHEDULE No 3 - ROSEVILLE TOWN CENTRE

- There are sites within the 400m radius of the centre which are zoned either Residential 2(d), 2(e), 2(f), or 2(h), that have not been rezoned in the DLEP as per the Minister's Directions. These sites are to be included in the DLEP and zoned appropriately. Council established a study boundary for the centre, using that boundary would help overcome this issue.
- Council is to consider the capacity currently provided in the centre in relation to its R4
 zone and demonstrate that capacity provided by the R4 zone will deliver additional
 dwellings sufficient to meet Council's Metropolitan Strategy targets. Yield tables for
 all rezoned areas are to be provided to indicate the expected increases being
 achieved.

Alternatively, Council could consider other, if not all, of the areas within an 400m radius of the train station in which residential uses are proposed to ensure maximum yields are achieved in line with the Metropolitan Strategy and supportive of the Minister's s.55 Directions.

- The relevant uses from previous instruments that will not lead to down-zoning are to be transferred to the draft LEP.
- There are sites within the DLEP which have been downzoned. All sites included are to provide an improved yield.
- The Special Purposes (SP2 Infrastructure) zone in the draft Plan are not be used for car park area, community facilities, churches or schools. These areas are to be zoned according to the adjoining land use zoning (i.e. the relevant residential or commercial zone).
- The R2 zonings are to be removed from the draft Plan.

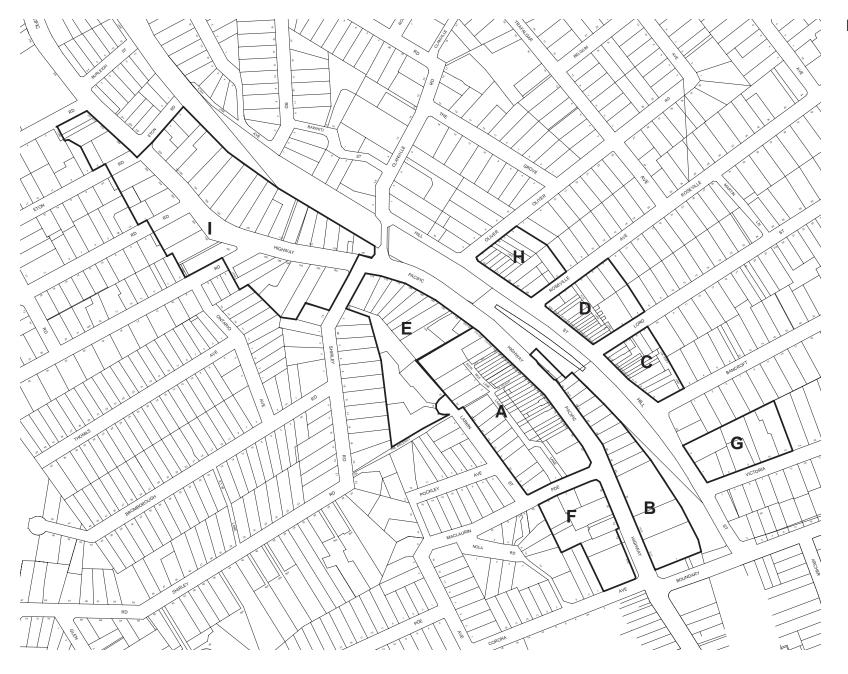
SCHEDULE No 4 - LINDFIELD TOWN CENTRE

- There are sites within the 600m radius of the centre which are zoned either
 Residential 2(d), 2(e), 2(f), or 2(h), that have not been rezoned in the DLEP as per
 the Minister's Directions. These sites are to be included in the DLEP and zoned
 appropriately. Council established a study boundary for the centre, using that
 boundary would help overcome this issue.
- Council is to consider the capacity currently provided in the centre in relation to its R4
 zone and demonstrate that capacity provided by the R4 zone will deliver additional
 dwellings sufficient to meet Council's Metropolitan Strategy targets. Yield tables for
 all rezoned areas are to be provided to indicate the expected increases being
 achieved.

Alternatively, Council could consider other, if not all, of the areas within an 600m radius of the train station in which residential uses are proposed to ensure maximum yields are achieved in line with the Metropolitan Strategy and supportive of the Minister's s.55 Directions.

- There are sites within the DLEP which have been downzoned. All sites included are to provide an improved yield. No downzoning should occur.
- The relevant uses from previous instruments that will not lead to down-zoning are to be transferred to the draft LEP.
- All R2 zoned areas are to be removed from the DLEP.
- The Special Purposes (SP2 Infrastructure) zone in the draft Plan are not be used for car park area, community facilities, churches or schools. These areas are to be zoned according to the adjoining land use zoning i.e. the relevant residential or commercial zone.
- The Minister's sites in Area "K" and Area "M" are to be included in the draft Plan and zoned R4. The consent role is to remain under SEPP 53.

ATTACHMENT ROSEVILLE PRECINCT PLAN





Project:	Roseville Town Centre Heritage Review
То:	Ku-Ring-Gai Municipal Council
Attention:	Ling Lee
From:	Ben Pechey
Date:	31 July 2006
Pages including this one:	5

ADDITIONAL RESEARCH FOR SELECTED HERITAGE ITEMS

1 Maclaurin Parade, Roseville

- The subject site is listed as a heritage item. The State Heritage Inventory Database describes the reason for listing as simply, 'cultural, architectural, municipal significance.'
- The dwelling is a substantially intact two storey late Inter War period building constructed in the Functionalist style of architecture. It features a prominent projecting semi circular bay with horizontally proportioned strip windows, a second curved bay around the stair well with a vertical glass brick opening, blond face brick construction, horizontally proportioned window sashes, cantilevered balconies and possibly an intact garden layout.
- The original deposited plan for the site was certified in 1938 (NSW Land and Property Information). A mortgage was soon taken out with Government Services (NSW) No.3 Cooperative Building Society which generally only leant money for the construction of dwellings. Due to the unusual subdivision and lot arrangement, the style of the building and the type of mortgage it is very possible that the dwelling was constructed shortly after 1938.
- The surrounding development is varied and features very few heritage elements. To the north, north west and south is large scale medium density flat building development from the later stages of the 20th century. To the east across Larking Lane is the Memorial Park. The site is not part of a cohesive and intact streetscape or precinct consisting of detached dwellings from the later Inter War phase of residential development.

Assessment of Significance

The following assessment of significance has been prepared in accordance with the 'Assessing Heritage Significance' guidelines from the *NSW Heritage Manual*.

a) an item is important in the course, or pattern, of the local area's cultural or natural history

- The dwelling was constructed c.1938. The principal phase of development in the Roseville area occurred substantially earlier and therefore the dwelling is considered to be akin to 'infill' development. The subject site does not represent an event or phase of history that is significant or important to the local area. Therefore the site does not fulfil this criterion.
- b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history
 - The subject site does not fulfil this criterion.



- c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area
 - The subject dwelling is considered to demonstrate the key characteristics of the Inter War Functionalist style of architecture. Its defining features include the curved bays, asymmetrical massing, strip windows and simple geometrical shapes. The form, details and use of materials is comparable to most other dwellings of this style and period that are found throughout the Ku-Ring-Gai area and the Sydney metropolitan region and there are no unusual or extraordinary architectural devices employed that elevate the dwelling to a significantly high standard. Due to its late construction date, in combination with its typical stylistic execution, the dwelling is not considered to be a seminal or culminating example of the style. Therefore the dwelling is considered to be a representative example of this style of residential architecture and not an example which demonstrates a high degree of creative achievement. The subject site doers not fulfil this criterion.
- d) an item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons
 - The subject site does not fulfil this criterion. The place does not feature a strong or special association with an identifiable community group.
- e) an item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- f) an item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history
 - The subject site does not demonstrate significant cultural values that rare to the local area.
- g) an item is important in demonstrating the principal characteristics of a class of the local area's
 - cultural or natural places; or
 - cultural or natural environments
 - As described under criterion (c) the dwelling is considered to be representative of the Inter War Functionalist style of residential architecture in the Ku-Ring-Gai area.

Discussion of Significance

- During the streetscape survey for the Town Centres Review it was recommended that the listing was not required to be retained on the basis that there was a lack of sympathetic context for the dwelling, that the context and amenity of the place would be further compromised, the significance of the place is not exceptional and there are many other comparable examples in the LGA (see below). Despite the common practice of assigning significance based on meeting only a single criteria and that all criteria are of equal cultural value the fact that the dwelling is only of representative significance and not a high quality aesthetic example of the type lessens its cultural value. If the dwelling either demonstrated a much high level of creative excellence or it was located within a sympathetic context consisting of similar type dwellings, such as that on the eastern side of the Pacific Highway, then its conservation would be supported.
- It was recognised that the dwelling did demonstrate some aesthetically representative value. The conservation of those values was considered within the context of the Town Centres DCP projects which necessitated redevelopment of certain areas and precincts. The retention of this dwelling would significantly constrain the potential to redevelop the Larkin Lane precinct and provide the benefits of public open space, improve traffic movements and enhanced services while also requiring additional development to occur



elsewhere. If the dwelling was retained it would be even further isolated with heavily compromised amenity and aesthetic context. Therefore, the cumulative benefits from the redevelopment of this precinct are considered to outweigh the marginal loss of cultural value.

- The images below demonstrate that many other comparable examples of Inter War Functionalist dwellings are extant in the area. This list is not exhaustive as only a portion of East Roseville and the other Town Centre Study Areas were surveyed. It is likely that many other examples of the type are extant elsewhere in the LGA. The places surveyed include:
 - 12 Victoria Avenue, Roseville: Not Listed
 - 7 Robert Street, Gordon: Not Listed
 - 21 Alma Street, Pymble: Not Listed
 - 6 Gregory Street, Roseville: Not Listed
 - 5 Marjorie Street, Roseville: Not Listed
 - 53 Middle Harbour Street, Lindfield: Not Listed

- 16 Trafalgar Street, Roseville: Not Listed
- 17 Graham Street, Pymble: Not Listed
- 36 Park Street, Pymble: Listed
- 9 Marjorie Street, Roseville: Not Listed
- 3 Marjorie Street, Roseville: Not Listed
- 2 Mackenzie Street, Lindfield: Under Assessment

Benjamin Pechey Senior Heritage Consultant City Plan Heritage



12 Victoria Avenue, Roseville



3 Marjorie Street, Roseville



6 Gregory Street, Roseville



53 Middle Harbour Street, Lindfield





9 Marjorie Street, Roseville



5 Marjorie Street, Roseville



2 Mackenzie Street, Lindfield



16 Trafalgar Street, Roseville



7 Robert Street, Gordon



17 Graham Street, Pymble





36 Park Crescent, Pymble



21 Alma Street, Pymble



1 Maclaurin Parade, Roseville (Subject site)



Project:	roject: Roseville Town Centre Heritage Review		
То:	Ku-Ring-Gai Municipal Council		
Attention:	Ling Lee		
From:	Ben Pechey		
Date:	11 August 2006		
Pages including this one:	4		

ADDITIONAL RESEARCH FOR SELECTED HERITAGE ITEMS

Former Commonwealth Bank and Shops at 79-83 Pacific Highway, Roseville

- The subject site is listed as a Heritage Item, however no information is included on the State Heritage Inventory Database entry for the site.
- It is apparent that the existing listing extends only to the northern portion of the building, which is the original banking chamber and offices, and not the adjacent two storey shops and residences even though they are part of one building and were constructed at the same time.
- History (extracts from Commonwealth Bank of Australia Archives Material):
 As a consequence of the growth in agency business the Commonwealth Bank upgraded its representation in Roseville, establishing a savings bank only branch in leased shop premises at 27 Hill Street, Roseville, on Tuesday 12 February 1935 (CBA Archives: 1998: 3).

With growth in branch business and staff numbers conditions at the branch became cramped. Substantial double storey premises were constructed on the Bank's site adjacent to the railway line during 1938. The new building, in the classic Commonwealth Bank style of the time, featured a ground floor banking chamber and an upstairs manager's residence. Adjacent shop premises were included in the design to allow for future expansion. A feature of the building was the curved corner entrance vestibule. Operations transferred to the new premises on 17 January 1939 (CBA Archives: 1998: 4).

In Roseville branch history correspondence - a memo dated 06 Oct 1938 states 'for the purpose of the record, we advise that it has been decided to establish full General Bank facilities at Roseville branch as from the date of transfer to the Bank's new premises at present being erected at that centre. Bank Premises Department advise that the premises will not be ready for occupation for about eight weeks, and the exact date of conversion has not yet been fixed' In a follow up memo - dated 20 Dec 1938 it states, 'Referring to our memorandum of the 6th October last, we advise that the above branch will be converted to a full branch on Tuesday, the 17th January 1939' (Pers. Comm. M.Stanley to B.Pechey 11.08.06).

Lateral extensions were required at Roseville branch in 1954 to meet the demands of increase business. The alterations involved the absorption of the vacated shop premises providing increased counter length, with an additional teller's box, increased work and public space. Work, carried out by local contractors G V Rowland, and painters Henry & Long of Wentworthville, was completed at a cost of £1,204/2/6 (CBA Archives: 1998: 6).

Roseville branch was closed on 20 March 1998. Administration of accounts were transferred to Lindfield NSW branch (CBA Archives: 1998: 6).



- The subject building is a two storey Inter War bank also featuring shops and residences. The building was constructed in the Art Deco style which was typical for Commonwealth Bank suburban branches of the period (eg, Gordon, Bondi, Dee Why, Mosman, North Strathfield and Darlinghurst). The banking chamber is in the northern portion of the building with the façade treatment extending around four elevations. The separate shop tenancies address the Pacific Highway and the façade treatment, most notably the streamlined parapet moulding, extends along the shop frontages.
- The history and inspection of the site demonstrate that the building was constructed as a single entity. It is probable that the listing of only the northern banking chamber portion of the site instead of the whole building was a mistake and it is likely the listing would have had intended to include the shops as well.

Assessment of Significance

The following assessment of significance has been prepared in accordance with the 'Assessing Heritage Significance' guidelines from the *NSW Heritage Manual*.

- a) an item is important in the course, or pattern, of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area
 - The subject site is an excellent example of an Inter War Deco Bank building. The
 curved corners, streamlines mouldings, emphasised pilasters, circular foyer, terrazzo
 mosaic to the foyer floor and horizontally proportion windows are key elements of the
 style. A progressive yet secure aesthetic character is the overall effect of the form
 and detailing and was probably intended to express the Bank's corporate image of
 the time.
 - The building has landmark qualities relating to its size, prominent location and striking architectural details.
- d) an item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons
 - The subject site does not fulfil this criterion.
- e) an item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- f) an item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- g) an item is important in demonstrating the principal characteristics of a class of the local area's
 - cultural or natural places; or
 - cultural or natural environments
 - The subject site is considered to be an excellent representative example of the class of bank building constructed by the Commonwealth Bank during the 1930s. The class of building is characterised by the exemplary and consistent application of the



Art Deco style of architecture to suburban branches. The Roseville branch is a significant departure from type due to its size, inclusion of separate retail tenancies, a courtyard and residential accommodation.

Statement of Significance

• The former Commonwealth Bank is an excellent representative example of the class of bank building constructed by the Commonwealth Bank during the 1930s. The class of building is characterised by the exemplary and consistent application of the Art Deco style of architecture to suburban branches. The Roseville branch is a significant departure from type due to its size, inclusion of separate retail tenancies, a courtyard and residential accommodation. The former bank is also significant for its aesthetic and landmark characteristics relating to its Art Deco style.

Recommendation

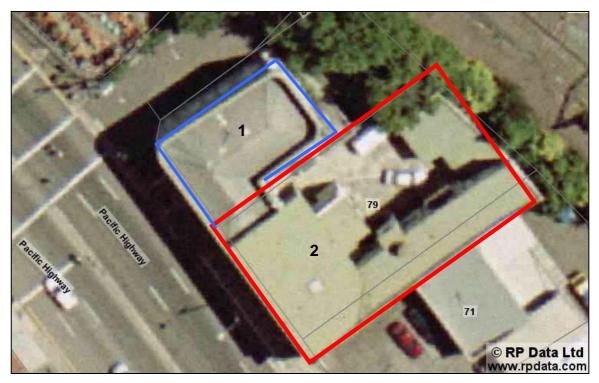
- It is recommended that the existing listing is amended to include the entire building including the retail tenancies.
- That the site is considered for adaptation through sympathetic alterations and additions.

Guidelines for Adaptation

- The significant fabric which requires conservation includes:
 - o All details and the form of external elevations listed below;
 - o All elevations of banking chamber that are adjoined by curved corners;
 - Western elevation;
 - Awning and pressed metal soffit;
 - o Intact shopfronts; and
 - Detailing to entry foyers.
- Remanent internal fabric (which may or may not be extant) and relates to the former banking operations, such as the banking counter, furniture, the safe and internal detailing, should be assessed for its significance prior to removal or alteration with appropriate conservation action to be undertaken.
- Consideration should be given to restoration works to the northern and western elevations.
- A thorough analysis of the site should be undertaken as part of any future Development Application for the site, preferably with the development of Conservation Policies in the Conservation Management Strategy or Conservation Management Plan format in order to guide the conservation of the place's significance.
- Any major additions to the place must include conservation works to the significant fabric and provide for their undertaking.
- No additions should occur over the northern banking chamber portion of the building.
- Additions may occur of the southern retail portion of the building. Upper level additions should be setback from the parapet by 5m. Any upper level additions must not detract from the prominence of the building in the streetscape.
- Alterations and additions may also occur behind the façade of the southern retail portion of the building.

Benjamin Pechey Senior Heritage Consultant City Plan Heritage





Aerial View of the Former Commonwealth Bank site (source: www.rpdata.com.au)

- Northern Banking Chamber portion of the site: elevations which must be conserved
- 2. Southern retail portion of site: potential for additions with upper level additions setback 5m from the Pacific Highway elevation.



Project:	roject: Roseville Town Centre Heritage Review		
То:	Ku-Ring-Gai Municipal Council		
Attention:	Ling Lee		
From:	Ben Pechey		
Date:	11 August 2006		
Pages including this one:	4		

ADDITIONAL RESEARCH FOR SELECTED HERITAGE ITEMS

Former Station Masters Residence at 89 Pacific Highway, Roseville

- The subject site is not listed as a Heritage Item. Roseville Station is entered on Railcorp's Section 170 Heritage Register, however, due to time constraints it was not possible to review the Register entry.
- The subject site consists of a single storey Federation period dwelling which has been adapted for a retail use and currently operates as a garden supplies centre.
- The site is located between the rail corridor and the Pacific Highway. The land immediately to the north is vacant while to the south, across the walkway to the station, is the former Commonwealth Bank building.
- History: "Although the railway line had been opened in 1890, the cottage wasn't built until 1903. Costing 578 pounds 7s.0d, it contained five rooms, plus a kitchen and bathroom, and was built by Five Dock contractor W.Refshaw.

'Eldon's' [name of the cottage] first occupant was the Station Master and Postmaster at Roseville, William Maxwell, who had been appointed in May 1902; prior to taking up residence in 'Eldon', he had lived in Boundary Street, near its intersection with Archbold Road." (Source: Reith, Kathie, "The Early Days of Roseville" in The Historian, Vol. 32, No.1, November 2003, p32)

The Roseville Station building was constructed c.1901 only a short time before the Station Master's Residence. The construction of these buildings also coincided with the provision of a second line in 1900. The line to Roseville was opened in 1890 the station was originally served by a single unattended platform with a timber waiting shed (Reith, 2003, p31). Roseville Station was developed to its current form within a short space of time and has changed relatively little since. It is therefore an example of a Federation period suburban railway station and its construction date is contiguous with the major phase of residential development in the local area.

• A photo from the early 1920s, which was published in *The Historian*, shows the Station Master's Residence. It is apparent from the photo that the building is still substantially intact. The major alterations to the building and the site include the removal of the western side verandah (probably for widening of the highway), gable roof extensions to the western side and the rear, French door inserted into the façade below the verandah, a shop window inserted into the western elevation and paving of the former garden setting. It appears that a number of original features and details are intact including the gable timber screen, chimneys, timber verandah floor, timber posts and brackets, timber sash window to projecting bay, basic configuration of rooms and some internal details such as timber ceilings, plaster ceiling roses, architraves and skirtings.



 A review of A Survey of Railway Structures by S. Sharp (Australian Heritage Commission, c.1980) demonstrates that the subject building is a Type 7 example of a Railway Residence. Residences were provided at all railway stations which were attended. The Type 7 is characterised as,

"A slightly larger version of the Type 6 and was used about the same time period [1885-1920]. The hip roof was extended at the front of the house to form a covering for the verandah which extended for two thirds the width of the structure. The front bedroom was covered by a gable from the main roof. It was officially classified as 'J3'." (p73)

The Survey notes that approximately 35 examples were planned throughout NSW and about 30 were extant at the time of the survey. Of these only two were within the Sydney metropolitan area and only 8 were constructed of brick with the others being timber. The subject site was not identified in the survey but accords with the description and period of construction and the layout of the building matches the Public Transport Commission of NSW *Station Building Diagrams* plan for type J3 (see below).

Assessment of Significance

The following assessment of significance has been prepared in accordance with the 'Assessing Heritage Significance' guidelines from the *NSW Heritage Manual*.

- a) an item is important in the course, or pattern, of the local area's cultural or natural history
 - The former Station Masters Residence was constructed c.1903 as part of the expansion of facilities at Roseville Station to serve the growing residential population. The cottage, along with platform building, the platform and overhead pedestrian bridge is representative of this principal phase of infrastructure development in the local area. The group is able to represent this phase of development as the structures and their settings are largely extant.
- b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area
 - The subject site does not fulfil this criterion.
- d) an item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons
 - The subject site does not fulfil this criterion.
- e) an item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- f) an item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history
 - The Station Master's Residence is an important element of the Roseville Station Group which is a rare example of a Federation era suburban railway station that has retained its principal structures with a relatively high degree of integrity.
 - The Station Master's Residence is rare in the metropolitan area, only two other examples, at Hurlstone Park and Belmore, are believed to be extant.



g) an item is important in demonstrating the principal characteristics of a class of the local area's

- cultural or natural places; or
- cultural or natural environments
- The subject building is a representative example of larger residential railway buildings
 of a common design that were constructed between 1890 and 1920 throughout NSW.
 Such buildings have been classed as Residential: Type 7. Although it has incurred
 some modifications the building exhibits the principle characteristics of this type.

Statement of Significance

The Station Master's Cottage, in association with Roseville Station, is historically significant for its ability to demonstrate the expansion of railway facilities and the development of infrastructure in the early twentieth century to service the growing residential population along the upper North Shore.

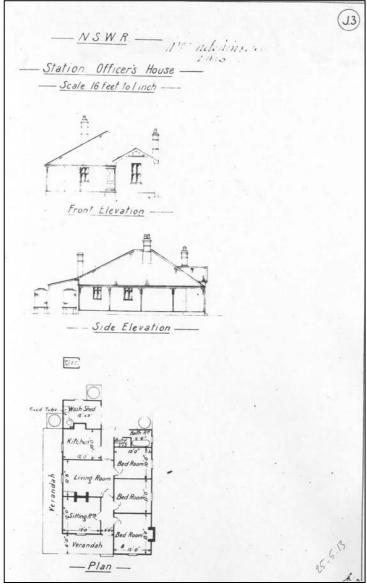
The cottage, constructed according to the J3 type and plan, is a representative example of a class of residential railway buildings that were constructed throughout NSW between 1890 and 1920. It is also rare in the local area and apparently one of only three extant in the Sydney metropolitan region.

Guidelines for Adaptation

- For conservation of the place's significance it is necessary to conserve the form, plan and design of the building as it demonstrates its representative qualities. It is also necessary to conserve the physical relationship with the Station through its curtilage and the built form characteristics which demonstrate the period of construction.
- The building has been adapted and is currently used for retail purposes. Therefore there is considered to be reasonable scope for the adaptation of the place.
- Any proposal for works to the building should be informed by a more detailed analysis of the existing physical fabric of the place in comparison with surviving photographs and the J3 type plan.
- The external form and detailing of the building is to be conserved.
- Further sympathetic changes may occur to the cottage wherever previous changes have been made. Consideration should also be given to the restoration of features which have been removed.
- Internal spaces may be sympathetically altered provided the original layout and configuration of rooms remains interpretable and substantial representative sample of original detailing and joinery is conserved in situ.
- Additions may be located to the north of the cottage. They should be distinct in form and character and connected to the cottage via light weight link.

Benjamin Pechey Senior Heritage Consultant City Plan Heritage







Subject Site: Southern Façade Elevation



'Plan of Type J3' in *Station Building Diagrams*, Public Transport Commission of New South Wales, c.1970, Mitchell Library, p32

Subject Site: Western Side Elevation



Project:	oject: Roseville Town Centre Heritage Review		
То:	Ku-Ring-Gai Municipal Council		
Attention:	Ling Lee		
From:	Ben Pechey		
Date:	12 August 2006		
Pages including this one:	2		

ADDITIONAL RESEARCH FOR SELECTED HERITAGE ITEMS

St Andrew's Anglican Church at 3a Hill Street, Roseville

- The subject site is currently not listed as a Heritage Item. The Town Centres Heritage Review recommended listing as a heritage item.
- The subject site consists of a late Inter War period church on the northern portion of the site while the southern portion features a hall which was constructed in the latter half of the twentieth century. The site is on the corner of Hill and Bancroft Streets. The church is configured in the typical cruciform plan with a long hall running east-west and gabled wings projecting from the northern and southern elevations with faceted bays adjoining the side wings. The church is constructed of dark red face brick on an ashlar cut sandstone base. The gabled roof is covered in terracotta tiles and the gable ends feature parapets with rendered capping. A prominent tower is located on the north western corner of the building. It is constructed of brick and its upper sections are rendered with moulded detailing. Mouldings, joinery and brickwork detailing can be characterised as a subtle meld of geometric and gothic styles. The main entrances feature dressed sandstone surrounds and stained glass windows are located on the gabled ends.
- The earliest Anglican church in the region was located in Gordon although Sunday School classes were conducted in the buildings which later became Roseville Girls College. The residential population of Roseville grew in the early twentieth century and by 1909 Roseville's first Anglican church was planned and was finally constructed in 1913 on the site of the hall adjacent to the existing church. Even though this church was extended shortly after it construction by the mid 1920s a new church was required to accommodate the congregation and plans to finance the church began. The economic depression halted the construction of the new church until the mid 1930s when, through the donations of parishioners, enough money was raised to construct the new church. The church finally opened in November 1935 and could accommodate 450 people. The old church continued to be used as a church hall until the mid 1950s when a larger and more modern hall was required. The old church was demolished for the hall in 1958. (http://www.rosevilleanglican.org/aboutus/history.html on 12.08.06)

Assessment of Significance

The following assessment of significance has been prepared in accordance with the 'Assessing Heritage Significance' guidelines from the *NSW Heritage Manual*.

- a) an item is important in the course, or pattern, of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history



- The subject site does not fulfil this criterion.
- c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area
 - The subject site is considered to demonstrate a high level of creative achievement in the local area through the application of architectural details and the quality of workmanship. This level of aesthetic quality is evident in features such as elaborate window joinery, moulded detailing, stonework, use of various materials, the prominent tower, stained glass windows and the flared roof. The church demonstrates a subtle combination of geometric and gothic motifs in the joinery and moulded details.
 - The building has landmark qualities derived from its size, setting and the visual prominence of the tower within the Roseville townscape.
- d) an item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons
 - The survey of the community has not been undertaken, however it is considered quite probable that the local congregation have a special and significant association with the Church as their place of worship and gathering.
- e) an item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- f) an item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- g) an item is important in demonstrating the principal characteristics of a class of the local area's
 - cultural or natural places; or
 - cultural or natural environments
 - The subject site does not fulfil this criterion.

Statement of Significance

The St Andrew's Anglican Church is significant in the local area for its aesthetic values demonstrating a high degree of creative achievement and landmark qualities.

Recommendation

- It is recommended that St Andrew's Anglican Church is listed as a Heritage Item.
- The listing should note that the 1935 Church is the significant element and not the mid twentieth century hall adjacent to the south.
- Movable items and internal fabric should be assessed for their significance prior to alteration or removal with appropriate conservation action to be undertaken.

Benjamin Pechey Senior Heritage Consultant City Plan Heritage



Project: Roseville Town Centre Heritage Review		
То:	Ku-Ring-Gai Municipal Council	
Attention:	Ling Lee	
From:	Ben Pechey	
Date:	12 August 2006	
Pages including this one:	4	

ADDITIONAL RESEARCH FOR SELECTED HERITAGE ITEMS

Uniting Church of Roseville at 7a Lord Street, Roseville

- The subject site is currently not listed as a Heritage Item. The Town Centres Heritage Review recommended listing as a heritage item.
- The subject site consists of a late Inter War period church and more recent late twentieth century additions. The church is configured with a long hall running north-south along the eastern boundary of the site and a setback gabled wing projecting from the western elevation. The north western corner features a prominent tower which culminates in a tall copper steeple. The building is constructed of dark red face brick with a terracotta tiled gabled roof. The main gable end faces Lord Street and features a group of three elongated stained glass windows with elaborate timber joinery. Other detailing include brick corbelling, terracotta shingle capped buttresses, vaulted timber ceiling and spine, dark purple soldier course brick around windows, flared eaves, wrought iron railing to the tower, masonry louvres to the tower openings, elaborate timber screens and terracotta shingles to the west facing gable end.
- Major additions were undertaken in the early 1990s. They are traditional in style and relatively sympathetic appearing to have retained much of the original church exterior which has been incorporated into the foyer.
- The church was originally opened as the Methodist Church in December 1907. It was the first church constructed in Roseville and could accommodate 140 people. Additions were undertaken to the church in 1916 and in 1917 a memorial hall was constructed behind the church to housing the Sunday School classes. The population of Roseville expanded throughout the early decades of the twentieth century and by the 1930s a larger church was required. It opened in November 1935 and could accommodate 250 people. The pipe organ and large stained glass windows were transferred from the old church which subsequently became the Sunday Scholl hall. In 1989 the original church was demolished and the existing hall and foyer additions were constructed. (Kerrin Cook, *The Railway Came to Ku-Ring-Gai*, Genlin Investments, Pymble (NSW), 1991, p253)

Assessment of Significance

The following assessment of significance has been prepared in accordance with the 'Assessing Heritage Significance' guidelines from the *NSW Heritage Manual*.

- a) an item is important in the course, or pattern, of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history
 - The subject site does not fulfil this criterion.



- c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area
 - The subject site is considered to demonstrate a high level of creative achievement in the local area through the application of architectural details and the quality of workmanship. This level of aesthetic quality is evident in features such as elaborate window joinery and gable screens, use of terracotta shingles, the tower and copper steeple, stained glass windows and the flared roof.
 - The building has landmark qualities derived from its size and the visual prominence of the tower and steeple within the Roseville townscape.
- d) an item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons
 - The survey of the community has not been undertaken, however it is considered quite probable that the local congregation have a special and significant association with the Church as their place of worship and gathering.
- e) an item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- f) an item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history
 - The subject site does not fulfil this criterion.
- g) an item is important in demonstrating the principal characteristics of a class of the local area's
 - cultural or natural places; or
 - cultural or natural environments
 - The subject site does not fulfil this criterion.

Statement of Significance

The Roseville Uniting Church is significant in the local area for its aesthetic values demonstrating a high degree of creative achievement and landmark qualities.

Recommendation

- It is recommended that the Roseville Uniting Church is listed as a Heritage Item.
- The listing should note that the 1935 Church is the significant element and not the late twentieth century additions.
- Movable items and internal fabric should be assessed for their significance prior to alteration or removal with appropriate conservation action to be undertaken.

Benjamin Pechey Senior Heritage Consultant City Plan Heritage

Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3)

under the

Environmental Planning and Assessment Act 1979

I, the Minister for Planning, make the following local environmental plan under the *Environmental Planning and Assessment Act 1979*.

FRANK SARTOR, M.P., Minister for Planning

Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3)

under the

Environmental Planning and Assessment Act 1979

1 Name of plan

This plan is *Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres)* (*Draft Amendment No 3*).

2 Aims of plan

The aim of this plan is to make local environmental planning provisions for land in Lindfield and Roseville in accordance with the relevant standard environmental planning instrument under section 33A of the Act.

3 Land to which plan applies

This plan applies to the land identified on the map marked "Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 2) Land Application Map" deposited in the office of Ku-ring-gai Council.

4 Amendment of Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres)

Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) is amended as set out in Schedule 1.

Schedule 1 Amendments

(Clause 4)

[1] Clause 3 Land to which this plan applies

Insert at the end of clause 3 after the word 'Map':

'as amended by:

Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Land Application Map.'

[2] Clause 7 Maps

In the 'note' at the end of clause 7(3), at the end of sub point i) insert the following dot point:

 'Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Land Zoning Map'

[3] Clause 7 Maps

In the 'note' at the end of clause 7(3), at the end of sub point ii) insert the following dot point:

 'Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Lot Size Map.'

[4] Clause 7 Maps

In the 'note' at the end of clause 7(3), at the end of sub point iii) insert the following dot point:

 'Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Height of Buildings Map. '

[5] Clause 7 Maps

In the 'note' at the end of clause 7(3), at the end of sub point iv) insert the following dot point:

• 'Draft Ku-ring-gai Local Environmental Plan 2006 (Town Centres) (Draft Amendment No 3) Floor Space Ratio Map.'

[6] Schedule 1 Additional permitted uses

Insert in the table under Schedule 3 the following:

Lot Description	Address	Additional Permitted Uses
Lot 1 DP206204	132 Pacific Highway	Business premises; Medical centre; Office premises
Lot 2 DP206204	124-130 Pacific Highway	Business premises; Medical centre; Office premises; Restaurant
Lot B DP333949	65 Hill Street	Business premises; Office premises

[7] Schedule 4 Classification and reclassification of public land

Insert in the table under the heading 'Reclassification of Land as Operational' the following:

Item No.		Property	Description
	9 Havilah Lane Lindfield	Lot 21 DP713207	KMC Car Park No.42
	3 Kochia Lane Lindfield	Lot 12 DP225925	KMC Car Park No.6
	8-10 Tryon Road Lindfield	Lots 2 & 3 DP219628, Lot 5 DP219146	KMC Car Park No.6
	1 Beaconsfield Parade and 19 Drovers Way Lindfield	Part Lot 1 DP929131, Part DP108363 and Part Public Road	KMC Car Park No.5
	259 Pacific Highway Lindfield	Lot 1 DP212617	Car Park No 51
	259 Pacific Highway Lindfield	Lot 2 DP212617	Seniors Resource Centre
	259 Pacific Highway Lindfield	Lot 3 DP212617	KOPWA
	265 Pacific Highway Lindfield	Part Lot 8 DP660564 & Part Lot 8 The Clanville Estate (Old System Land)	Lindfield Library and Community Centre Tennis Courts
	1/12-18 Tryon Road Lindfield	Lot 1 SP37466	Lindfield Early Childhood Centre
	2 Lord Street	Lot 1 DP 556917, Lot 7 DP 561031, Lot 4 DP	Lord Street Car park

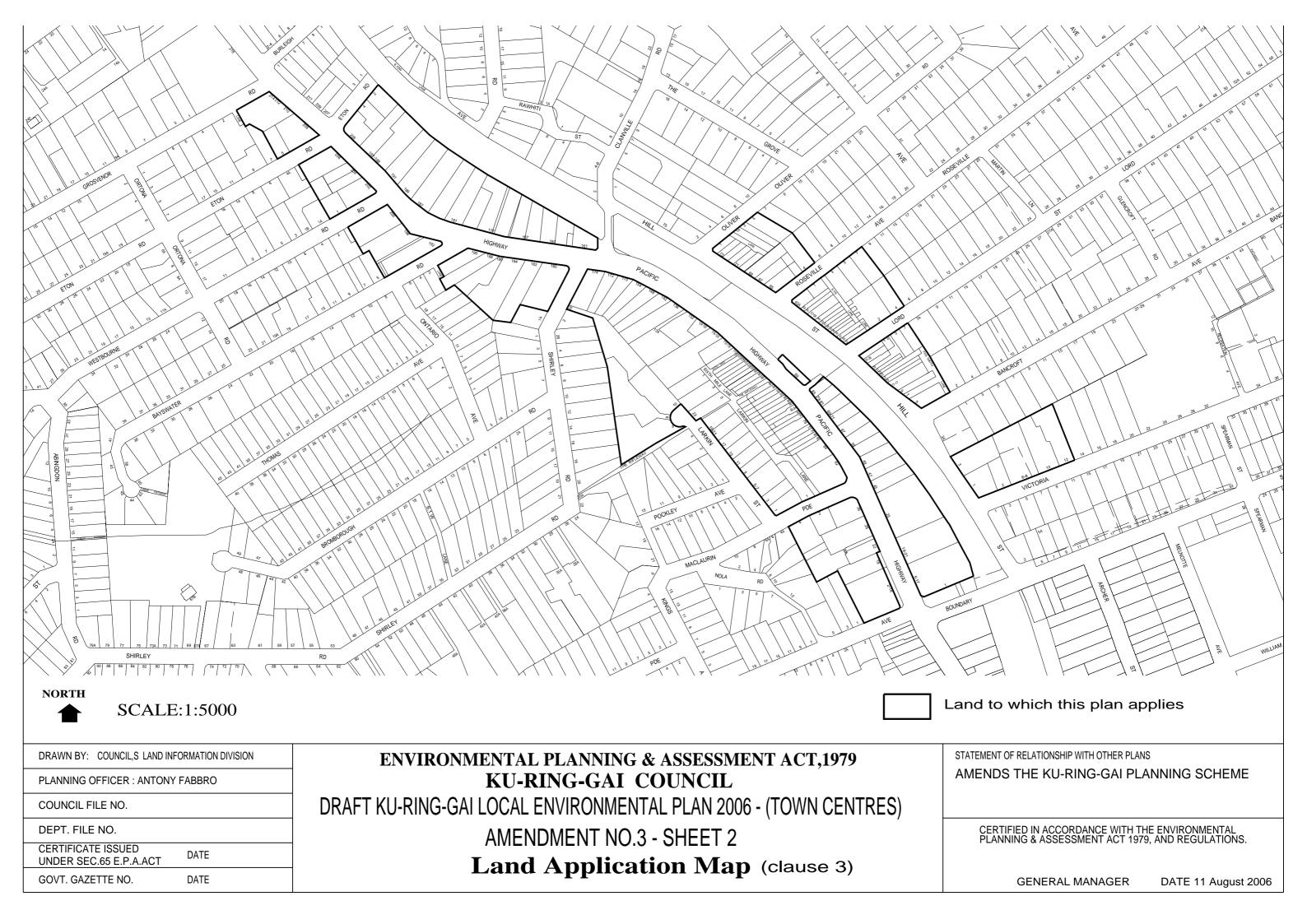
	225030, Lot 11 DP575457, Lot 3 DP556955, Lot 5 DP559096, Lot 9 DP563301	
1 Larkin Lane	Lot 2 DP507593, Lot 2	Larkin Lane Car park
	DP504082, Lot 1	
	DP500045, Lot 2	
	DP511182, Lot 1	
	DP215231, Lot 22	
	DP595126, Lot 1	
	DP502277, Lot 1	
	DP500309, Lot 1	
	DP215188, Lot 2	
	DP505005, Lot 11	
	DP861578, Lot 2	
	DP511183, Lot 1	
	DP505371, Lot 1	
	DP501603, Lot 1	
	DP507809	

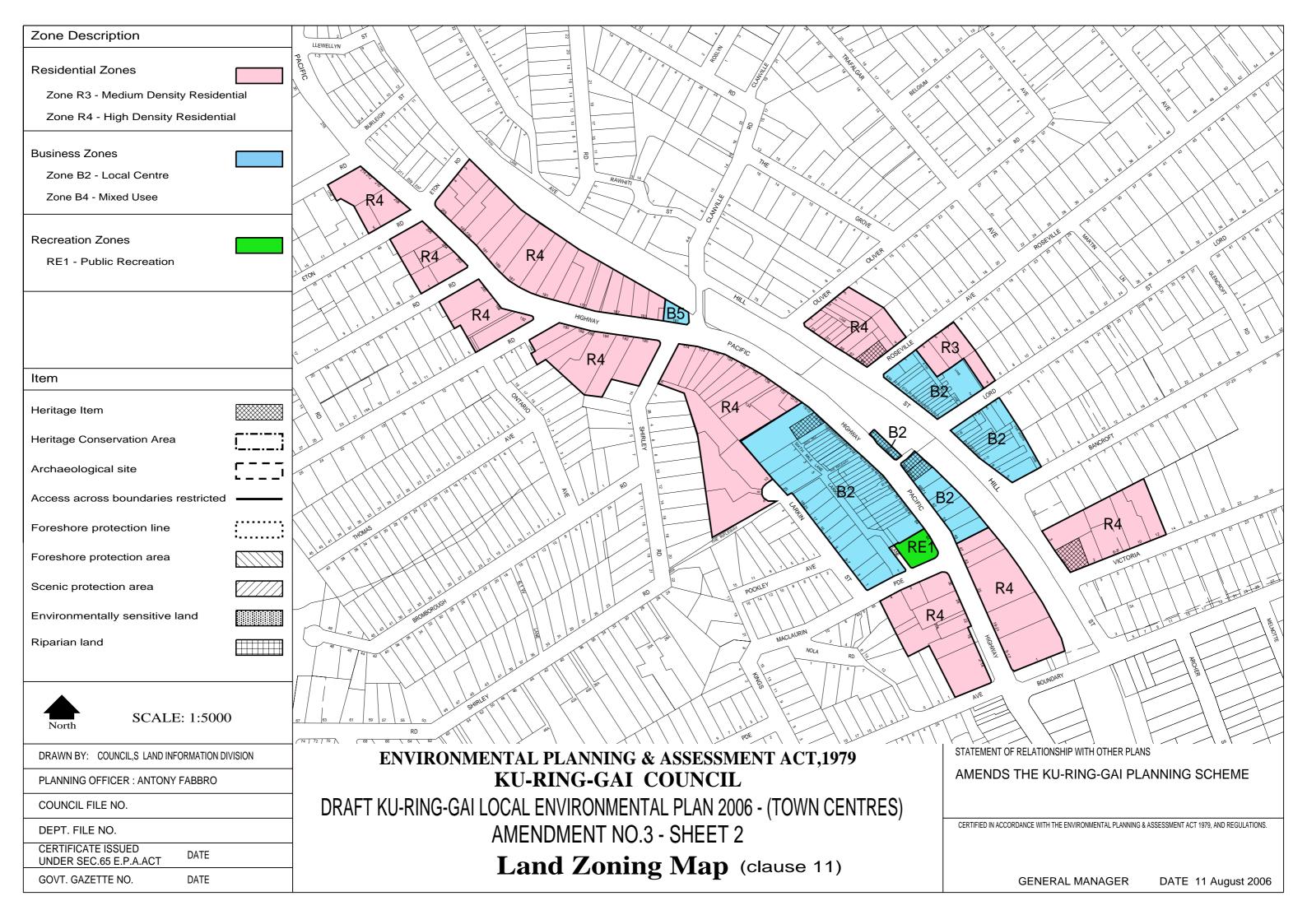
[8] Schedule 5 Environmental Heritage

Insert in the table under Schedule 5 the following:

Suburb	Item Name	Address	Property Description	Significance
Lindfield		1-21 Lindfield Avenue	Lot 1 to 10 DP 17409	Local
Lindfield		55a Lindfield Avenue	Lot A DP 311108	Local
Lindfield		386-390 Pacific Highway	Lot 12 DP 629035	Local
Lindfield		22 Russell Avenue	Lot B DP 360135	Local
Lindfield	St Alban's Anglican Church	1-5 Tryon Road	Lot 2 DP 501299	Local
Lindfield	Lindfield Uniting Church	33 Tryon Road	Lot 1 DP 724802 Lot 22 DP 3210	State
Roseville	Roseville Cinema	112-116 Pacific Highway	Lot 1 DP 566196	Local
Roseville		1 Hill Street	Lot 3 DP 1046141	Local
Roseville	Former Westpac Building	65 Hill Street	Lot B DP 333949	Local
Roseville	Former Station Masters Residence	89 Pacific Highway	Lot 2 DP 808504	Local
Roseville	Former Commonwealth	83 Pacific Highway	Pt. Lot 1 DP 957509, Pt. Lot 1 DP 442434,	Local

Bank		Pt. Lot 2 DP 109604	1
Roseville	79-81 Pacific	Lot A DP 440100	Local
	Highway		







DRAWN BY: COUNCIL,S LAND IN	NFORMATION DIVISION	
PLANNING OFFICER : ANTON	Y FABBRO	
COUNCIL FILE NO.		
DEPT. FILE NO.		
CERTIFICATE ISSUED UNDER SEC.65 E.P.A.ACT	DATE	
GOVT. GAZETTE NO.	DATE	

ENVIRONMENTAL PLANNING & ASSESSMENT ACT,1979 KU-RING-GAI COUNCIL

DRAFT KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2006 - (TOWN CENTRES) **AMENDMENT NO.3 - SHEET 2**

Lot Size Map (clause 19)

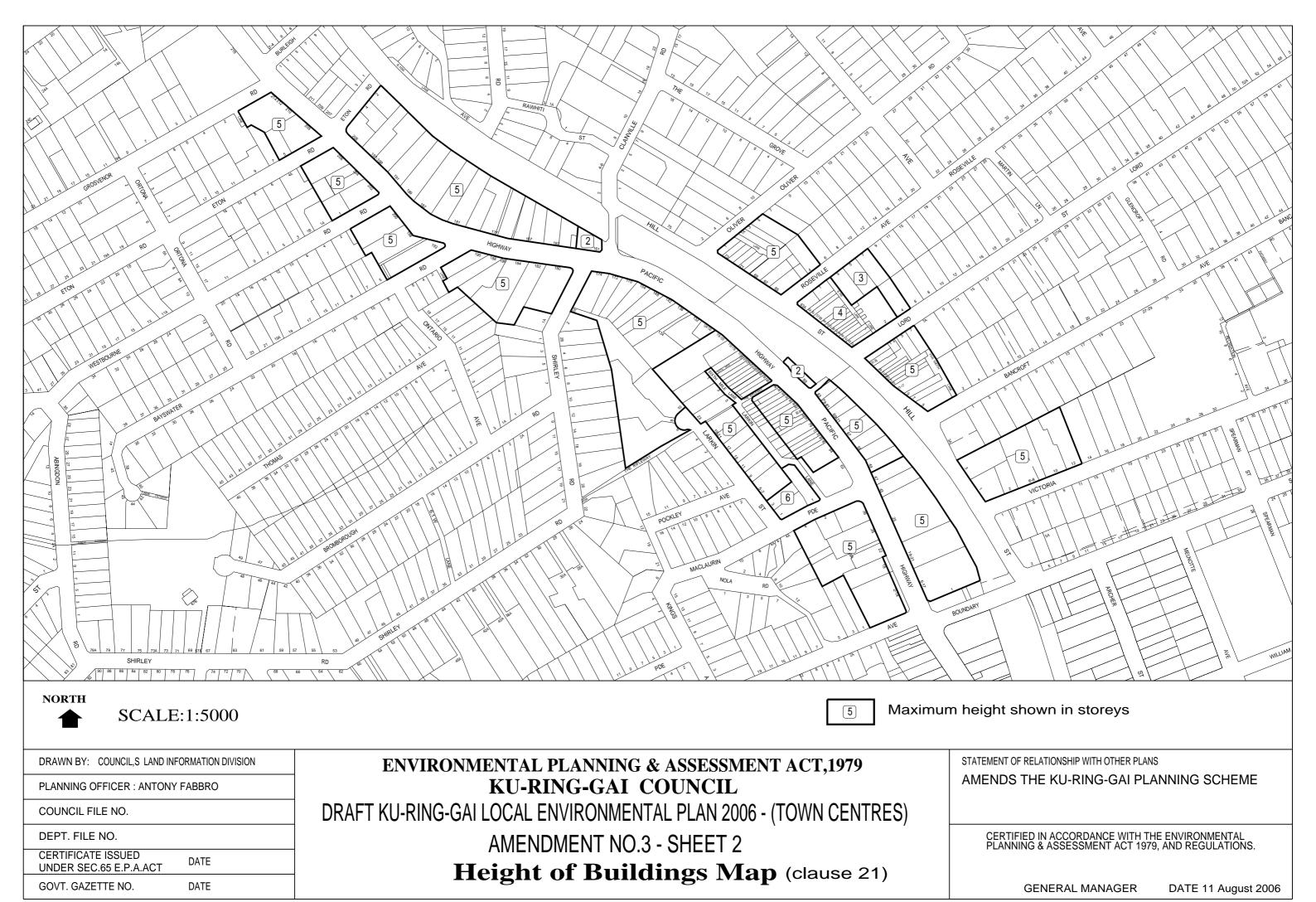
STATEMENT OF RELATIONSHIP WITH OTHER PLANS

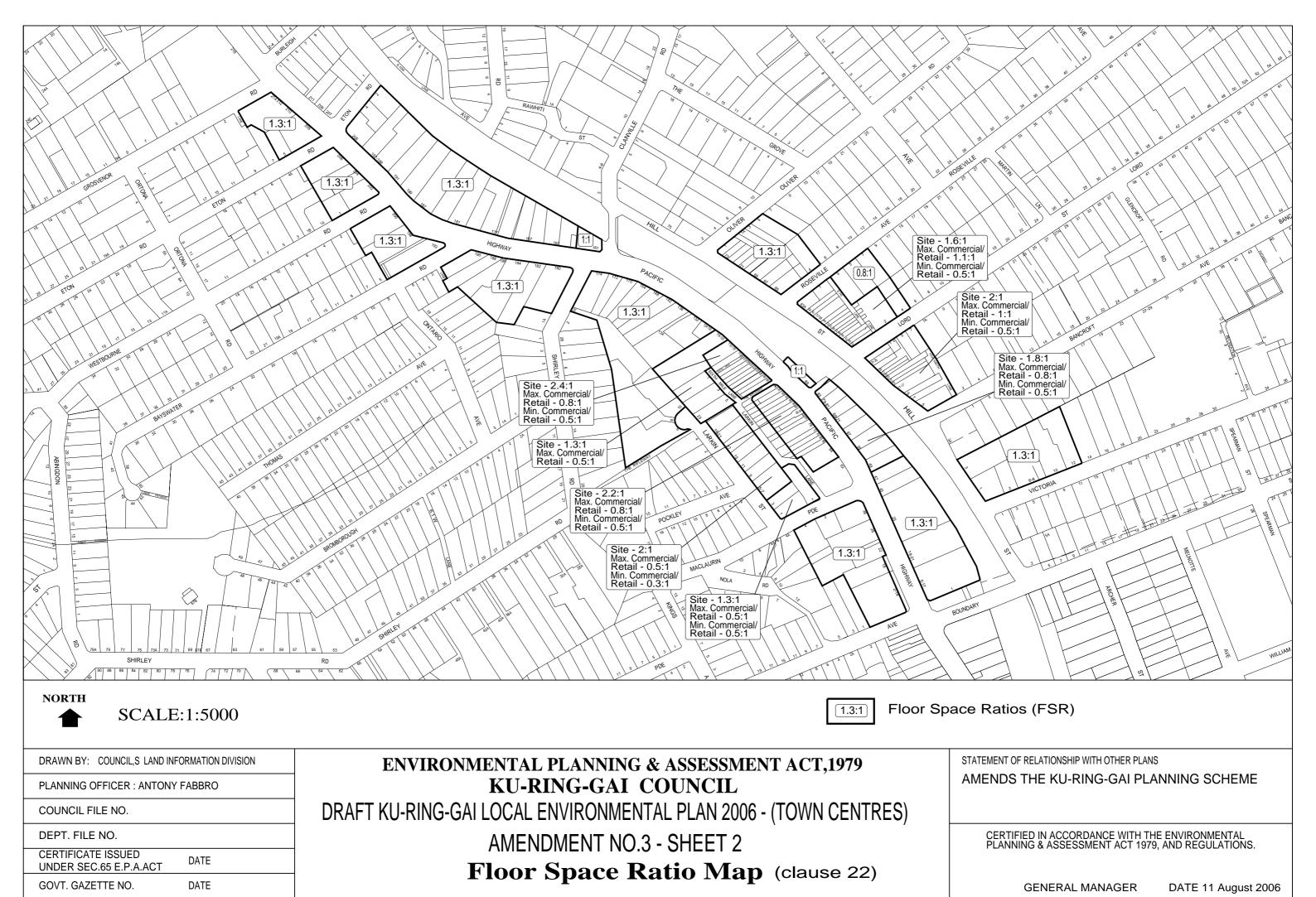
AMENDS THE KU-RING-GAI PLANNING SCHEME

CERTIFIED IN ACCORDANCE WITH THE ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979, AND REGULATIONS.

GENERAL MANAGER

DATE 11 August 2006





Ku-ring-gai Council

Roseville Town Centre Traffic & Parking Study

Urban Design Traffic Analysis

August 2006

Arup
Ove Arup Pty Ltd ABN 18 000 966 165



Arup

Level 10, 201 Kent Street, Sydney NSW Australia, PO Box 76, Millers Point NSW 2000 Tel +61 2 9320 9320 Fax +61 2 9320 9321 www.arup.com

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 85481/00



Job title		Roseville Town Centre Traffic & Parking Study			Job number	
					85481/00	
Document title		Urban Design Traffic Analysis			File reference	
Document	ref					
Revision	Date	Filename	0005Urban Design Ros	seville Analysis.doc		
Draft 1	09/08/06	Description	First draft			
			Prepared by	Checked by	Approved by	
		Name	John Hanlon	John Hanlon	John Hanlon	
		Signature				
Issue	11/08/06	Filename	0006Urban Design Ros	seville Analysis.doc	-	
		Description	Final issue following Co	ouncil review of draft report		
			Prepared by	Checked by	Approved by	
		Name	John Hanlon	John Hanlon	John Hanlon	
		Signature	John Haul	John Haul	John Hall	
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Tables

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Table 1	Scenarios	Assessed

- Table 2 Land Use Details
- Table 3 Adopted Traffic Generation Rates
- Table 4 Forecast Increase in Traffic Generation
- Table 5 Level of Service Definitions
- Table 6 Practical Degree of Saturation
- Table 7 Results of Intersection Analysis

Figures

Figure 1 Recommended Transport Improvements

1 INTRODUCTION

Arup was appointed by Ku-ring-gai Council to undertake a traffic study for the Roseville Town Centre. The aim of the Traffic Study is to assess the transport impacts of the urban design option, which has been developed in parallel with this study, and to develop appropriate recommendations.

The purpose of this report is to summarise the results of the traffic analysis from the full build out of the LEP 194 / LEP 200 / Urban Design Option within Roseville Town Centre and to present recommendations for improved traffic, parking, cycling and pedestrian conditions.

2 SCENARIOS

Three future case scenarios were assessed as listed in Table 1:

Table 1 Scenarios Assessed

Scenario	Approved DA's	No DA's at This Stage			
	LEP 194	LEP 194	LEP 200	Urban Design Option	
Base 1	√				
Base 2	√	V	√		
Urban Design Option	V	V	√	√ V	

DA - Development Application

The number of dwellings and commercial floorspace in each scenario is given below.

Table 2 Land Use Details

	RESIDI	СОММЕ	RCIAL 4		
	Number of	Gross Floo	r Area (m²)		
Approved DA's	No DA's at	This Stage	Urban Design	Existing	Urban Design
LEP 194 ¹	LEP 194 ²	LEP 200 ³	Option		Option
78	409	112	344	1,956	10,461

Notes:

- 1. Approved LEP194 DA's are corner Kings Ave/Maclaurin Parade (48 units), corner Hill Street/Victoria Street (30 units)
- 2. No DA LEP194 are Maclaurin Parade/Nola Road and Boundary Street/Victoria Street
- 3. No DA LEP200 is Victoria Street
- 4. Includes ground floor retail/commercial

3 TRAFFIC GENERATION

The traffic generation rates adopted for the analysis were as follows:

Table 3 Adopted Traffic Generation Rates

Land Use	Peak Hour Trip Rate (veh/hr)						
	АМ	PM					
Residential	0.5 trips per dwelling	0.5 trips per dwelling					
	(inbound/outbound 0.2/0.8)	(inbound/outbound 0.75/0.25)					
Commercial	2.0 trips per 100m ² GFA	2.0 trips per 100m ² GFA					
	(inbound/outbound 0.85/0.15)	(inbound/outbound 0.15/0.85)					

Notes:

- 1. Residential rate agreed with Council based on RTA rates
- 2. Commercial rate based on RTA, s3.5

The net increase in traffic generation (vehicles per hour) for the three scenarios is given in the table below¹.

Table 4 Forecast Increase in Traffic Generation

Scenario	Vehicle	e Trips – AM	Peak	Vehicl	Vehicle Trips – PM Peak			
	Inbound	Outbound	Total	Inbound	Outbound	Total		
Base 1	8	31	39	8	31	39		
Base 2	60	240	300	60	240	300		
Urban Design Option	239	403	642	379	262	642		

The proportion of additional traffic in the AM/PM peak (Urban Design Option) results from the following two land uses:

- Residential 74% AM / 74% PM
- Commercial 26% AM / 26% PM

It can be seen that the main contributor to the increased traffic flows is the residential component of the rezoning strategy.

-

¹ Note that, for example, Base 2 includes Existing and Base 1, and Urban Design Option includes Existing, Base 1 and Base 2

4 INTERSECTION PERFORMANCE

4.1 Introduction

The capacity of a road network in an urban area is determined by the capacity of key intersections. Sidra was used to assess the operational performance of the key intersections, for the following four scenarios:

- 1. Existing
- 2. Base 1
- 3. Base 2
- 4. Urban Design Option

The three future year scenarios assume no major changes to the existing road network. The results of the intersection analysis are presented in Table 7 on the following page. Results are presented in terms of Level of Service (LOS), which is an index of the operational performance of traffic at an intersection and is based on the average delay per vehicle. LOS ranges from A – very good to F – highly congested conditions, as shown in Table 5 below.

Table 5 Level of Service Definitions

Level of Service (RTA Definition)	Average Delay per Vehicle (s)
А	< 14.5
В	14.5 ≤ 28.5
С	28.5 ≤ 42.5
D	42.5 ≤ 56.5
Е	56.5 ≤ 70.5
F	≥ 70.5

Another common measure of intersection performance is the degree of saturation (DS), which provides an overall measure of the capability of the intersection to accommodate the traffic levels. A DS of 1 indicates that the intersection is operating at capacity, but the desirable (and practical) degree of saturation is less than 1 as shown in Table 6.

Table 6 Practical Degree of Saturation

Intersection Type	Practical Degree of Saturation
Signals	0.90
Roundabout	0.85
Priority	0.80

Table 7 Results of Intersection AnalysisNote: Results are based on existing intersection configurations

Intersection	ntersection Control AM/PM Sco		Scenario		Overall Intersection Performance			Movement With Highest Delay		
				DS	AVD (s)	LOS	HMD (s)	Queue (m)	LOS	
Pacific Highway										
,			Existing	1.00	62	E	105	128	F	
		AM	2 - Base 1	1.00	63	E	110	131	F	
			3 - Base 2 4 - Urban Design Option	1.00	64	<u>E</u>	115	134	F	
Pacific Highway / Clanville Road	Signals		, ,	1.00	66	<u>Е</u> Е	122	139	F F	
/ Shirley Road	Signais		Existing 2 - Base 1	1.07 1.07	66 67	<u>_</u>	110 112	75 76	F F	
		PM	3 - Base 2	1.07	68	E	114	76	<u>'</u> 	
			4 - Urban Design Option	1.09	78	F	188	79	 F	
		WE	Existing	1.00	46	D	109	570	F	
			Existing	0.84	16	В	37	266	С	
		AM	2 - Base 1	0.84	16	В	37	266	С	
		Alvi	3 - Base 2	0.84	17	В	49	266	D	
Pacific Highway / Maclaurin			4 - Urban Design Option	1.00	41	С	73	552	F	
Parade	Signals		Existing	1.10	9	Α	244	135	F	
		PM	2 - Base 1	1.10	9	A	248	139	F	
			3 - Base 2	1.10	10	A	251	163	F	
		WE	4 - Urban Design Option Existing	1.12	12 16	A B	267	191	F E	
		WE	Existing	0.84	16	В	60	263	E	
Hill Street										
			Existing	0.29	7	Α	11	14	Α	
		AM	2 - Base 1	0.29	7	Α	11	14	Α	
		7 11 11	3 - Base 2	0.29	7	Α	11	14	Α	
	Priority		4 - Urban Design Option	0.33	7	Α	11	16	Α	
Hill Street / Clanville Road		PM WE	Existing	0.40	7	A	12	20	A	
			2 - Base 1 3 - Base 2	0.40	7	Α	12 12	20	Α	
			4 - Urban Design Option	0.41	8	A A	12	21 30	A A	
			Existing	0.49	7	A	11	22	A	
			Existing	0.28	9	В	17	19	В	
		0.04	2 - Base 1	0.28	9	В	17	19	В	
		AM	3 - Base 2	0.28	9	В	17	19	В	
			4 - Urban Design Option	0.29	10	В	20	29	В	
Hill Street / Roseville Ave	Priority		Existing	0.16	8	Α	10	17	Α	
		PM	2 - Base 1	0.16	8	Α	10	17	Α	
		' '''	3 - Base 2	0.16	8	Α	11	17	A	
		14/5	4 - Urban Design Option	0.23	9	A	12	23	A	
		WE	Existing Existing	0.19 0.31	8	A B	11 17	21 17	A B	
			2 - Base 1	0.31	9	<u>в</u> В	17	17	В В	
		AM	3 - Base 2	0.31	9	В	17	17	В	
			4 - Urban Design Option	0.37	10	В	21	27	В	
Hill Street / Lord Street	Priority		Existing	0.23	8	A	13	18	A	
		PM	2 - Base 1	0.23	8	Α	13	18	Α	
		I- IVI	3 - Base 2	0.24	9	Α	13	18	Α	
			4 - Urban Design Option	0.35	9	В	16	21	В	
		WE	Existing	0.25	9	Α	14	21	Α	
			Existing	0.29	7	Α .	14	8	Α	
		AM	2 - Base 1	0.29	7	Α	14	8	Α	
			3 - Base 2 4 - Urban Design Option	0.29 0.29	7 8	A B	14 15	8 15	A B	
Hill Street / Bancroft Ave	Priority		Existing	0.29	7	<u>в</u> А	11	11	<u>в</u> А	
Stroot / Barlofolt / Wo	. Honey		2 - Base 1	0.16	7	A	11	11	A	
		PM	3 - Base 2	0.16	7	A	11	11	A	
			4 - Urban Design Option	0.18	8	A	11	14	A	
		WE	Existing	0.19	7	Α	12	14	Α	
			Existing	0.23	4	Α	11	6	Α	
		AM	2 - Base 1	0.24	4	Α	11	6	Α	
		AIVI	3 - Base 2	0.24	5	Α	11	9	Α	
			4 - Urban Design Option	0.25	5	Α	11	9	Α	

Table 7 Results of Intersection Analysis

Note: Results are based on existing intersection configurations

Intersection	Control	AM/PM	Scenario			all Intersection erformance		Movement With Highest Delay		
				DS	AVD (s)	LOS	HMD (s)	Queue (m)	LOS	
Hill Street / Victoria Street	Priority		Existing	0.18	3	Α	10	7	Α	
		PM	2 - Base 1	0.19	3	Α	10	7	Α	
			3 - Base 2	0.21	4	Α	11	8	Α	
			4 - Urban Design Option	0.23	4	Α	11	8	Α	
		WE	Existing	0.14	2	Α	11	6	Α	
North of Hill Street										
			Existing	0.50	7	Α	12	33	Α	
		AM	2 - Base 1	0.50	7	Α	12	33	Α	
		Alvi	3 - Base 2	0.50	7	Α	12	33	Α	
			4 - Urban Design Option	0.50	7	Α	12	33	Α	
Clanville Road / Rawhiti Street	Priority		Existing	0.28	5	Α	10	11	Α	
		PM	2 - Base 1	0.28	5	Α	10	11	Α	
			3 - Base 2	0.28	5	Α	10	11	Α	
			4 - Urban Design Option	0.28	5	Α	10	11	Α	
		WE	Existing	0.34	6	Α	11	15	Α	
			Existing	0.35	8	Α	9	15	Α	
		A N A	2 - Base 1	0.35	8	Α	9	15	Α	
		AM	3 - Base 2	0.35	8	Α	9	15	Α	
			4 - Urban Design Option	0.35	8	Α	9	15	Α	
Roseville Ave / Trafalgar Ave	Priority		Existing	0.12	7	Α	8	6	Α	
		PM	2 - Base 1	0.12	7	Α	8	6	Α	
		FIVI	3 - Base 2	0.12	7	Α	8	6	Α	
			4 - Urban Design Option	0.12	7	Α	8	6	Α	
		WE	Existing	0.07	7	Α	7	4	Α	
			Existing	0.49	9	Α	12	28	Α	
		AM	2 - Base 1	0.49	9	Α	12	28	Α	
		Alvi	3 - Base 2	0.49	9	Α	12	28	Α	
			4 - Urban Design Option	0.49	9	Α	12	28	Α	
Bancroft Ave / Glencroft Road	Priority		Existing	0.16	7	Α	8	9	Α	
		PM	2 - Base 1	0.16	7	Α	8	9	Α	
			3 - Base 2	0.16	7	Α	8	9	Α	
			4 - Urban Design Option	0.16	7	Α	8	9	Α	
		WE	Existing	0.08	6	Α	7	3	Α	

Definitions

DS - Degree of Saturation

AVD - Average Vehicle Delay

LOS - Level of Service

HMD - Highest Movement Delay

Queue - 95% percentile back of queue

Level of Service	Average Delay
(RTA Definition)	per Vehicle (s)
Α	d < 14.5
В	14.5 ≤ 28.5
С	28.5 ≤ 42.5
D	42.5 ≤ 56.5
E	56.5 ≤ 70.5
F	70.5 ≤ d

Notes

- 1 Results for delay and queues become meaningless when DS greatly exceeds 1 and therefore have not been shown
- 2 Sidra peak flow factor 0.95
- 3 Sidra version 2.1.3.356
- 4 LOS definition is RTA definition (delay only) as described in the table above. LOS for signals and roundabouts is based on average overall delay, and for priority intersections is based on highest movement delay

4.2 Discussion

The intersection analysis, based on existing intersection configurations, highlighted the following issues:

Pacific Highway / Clanville Road / Shirley Road

The four-way Pacific Highway/Clanville Road/Shirley Road intersection is the critical intersection in the Roseville Town Centre, and is already operating at capacity in the AM, PM and weekend peaks. The performance of the intersection would deteriorate because of the development contained in the urban design option resulting in an increase in delays on all approaches. Consequently, this intersection would require upgrading in future.

Pacific Highway / Maclaurin Parade

In terms of overall LOS, this intersection will operate at LOS C or better for the urban design option. However, due to the lack of a controlled right turn phase for the Pacific Highway > Maclaurin Parade right turn movement, the overall degree of saturation already exceeds 1.0 in the PM peak. The performance of the intersection would deteriorate as a result of the urban design option due to additional traffic from the LEP 194 sites on Maclaurin Parade/Nola Road.

Hill Street / Clanville Road and Clanville Road / Rawhiti Street

The Hill Street/Clanville Road and Clanville Road/Rawhiti Street intersections have sufficient capacity to accommodate increased traffic flows as a result of the urban design option, but the intersections are affected by traffic queues from the Pacific Highway/Clanville Road intersection. These queues contribute to delays in traffic entering and exiting Hill Street and Rawhiti Street.

Hill Street Intersections

The priority-controlled intersections along Hill Street currently perform at an acceptable level of service and this is forecast to continue as a result of increased traffic under the urban design option. The urban design option is unlikely to significantly affect the queuing of traffic along Hill Street, between Boundary Street and Lord Street, in the AM peak.

The Roseville Ave/Trafalgar Ave and Bancroft Ave/Glencroft Road intersections are forecast to continue to operate at a satisfactory level of service for all future case scenarios.

5 **UPGRADE OPTIONS**

The following is a discussion regarding transport upgrade options available to accommodate the impacts of the urban design option.

5.1 **Recommended Improvements**

The following transport upgrade options, to improve the transport operation within Roseville town centre, are recommended for further consideration as part of the current town centre planning process. The recommended improvements are illustrated in Figure 1.

Traffic congestion along the Pacific Highway through Roseville is largely due to the saturated Pacific Highway/Boundary Street intersection, which has contributed to various bypass routes emerging (e.g. Rawhiti Street, Hill Street, Trafalgar Ave etc). The peak hour turning movement counts undertaken for this study revealed that bypass routes are mainly used in the AM peak, by traffic seeking to turn left onto Boundary Street. The recommended improvements discussed below do not seek to address the issue of these bypass routes because in Roseville this can only be satisfactorily addressed through improvements to the Pacific Highway/Boundary Street intersection.

Pacific Highway / Clanville Road / Shirley Road

As described in Section 4.2, this is the critical intersection in the Roseville Town Centre, and is already operating at capacity in the AM, PM and weekend peaks.

The side streets at the intersection are offset from each other, requiring Clanville Road and Shirley Road to operate on separate traffic signal phases, increasing the green time and intergreen time required for these approaches. The width of Clanville Road is constrained by the railway overbridge that permits only one lane in each direction. This contributes to queuing and delays, particularly along Clanville Road. The intersection is further constrained by the proximity of Hill Street.

Major capacity improvements to the intersection could consist of two key measures:

- widening of the Clanville Road overbridge to enable two or three approach lanes and one departure lane on Clanville Road
- realignment of Clanville Road to intersect with the Pacific Highway directly opposite Shirley Road to enable the number of signal phases and intergreen time to be reduced

These works could improve the LOS to B for the urban design option. In addition to the capital cost involved, the works would require land acquisition of the site presently occupied by Sceduria Veloce Motors on the north-western corner of the intersection. At this stage, the RTA has no plans to undertake improvements to the intersection.

The cost of the major works described above would be significant and the level of development is unlikely to be sufficient to fund the works, thus requiring Council to fund the majority of these works. The works, however, would not be feasible as a Council-funded project because of the significant cost involved.

Other minor capacity improvements were found to not be feasible, including:

- implementation of right turn bans (lack of suitable alternative routes)
- extension of highway right turn bays (lack of available roadwidth)
- realignment of Shirley Road (widening of the Clanville Road overbridge would still be required)

33 vehicle accidents were reported at the intersection in the five year period up to 30 June 2005. Due to this relatively high number of accidents, the intersection may qualify for funding under the national black spot programme. However, the level of funding that would be available under this programme would not be sufficient to fund the major capacity improvements described above.

To allow for future improvements, however, Council could consider zoning changes to provide for the future realignment of Clanville Road, to intersect Pacific Highway opposite Shirley Road. Such zoning mechanism would provide for realignment at a future time.

Pacific Highway / Maclaurin Parade

The main constraint at this T-intersection is the lack of a controlled right turn for the Pacific Highway > Maclaurin Parade movement. This movement is currently undertaken as a filter right turn. Implementation of a controlled right turn would improve the level of service and safety for the right turn but would increase delays to northbound Pacific Highway traffic. Queues could possibly extend to Boundary Street, 200m to the south.

The RTA is unlikely to support the installation of a controlled right turn unless an additional northbound through lane could be provided through the intersection. The lane would need to be continued to approximately 60m north of the intersection where a third highway lane currently commences. These works could improve the DS to approximately 0.9 for the urban design option.

The RTA has acquired a number of properties or sections of properties near the Pacific Highway/Boundary Street intersection, as part of a long-term strategy to grade-separate the intersection. However, a number of critical properties are not in RTA ownership and the RTA has indicated that they have no plans to acquire the remaining lands. The RTA has also advised that an upgrade of the Pacific Highway/Boundary Street intersection is not proposed in the foreseeable future.

It appears that the provision of an additional northbound lane would require Council to acquire a section of Nos 22, 26, 36 and 62 Pacific Highway. These works, however, would not be feasible as a Council-funded project because the cost would be significant and the level of development is unlikely to be sufficient to fund the works.

Widening of Pacific Highway could be achieved, however, when Nos. 22, 26, and 36 Pacific Highway are redeveloped using the mechanism of land dedication. Land dedication would allow the RTA to provide three northbound through lanes through the intersection, which would improve performance to a point where a dedicated right turn phase can be implemented. Dedication of a portion of the frontage of No. 62 Pacific Highway would also be required, similar to the RTA's previous road widening scheme. The RTA would be expected to fund the widening works because they involve a State road.

Modifications to Larkin Lane

The urban design option includes reconfiguration of Larkin Lane. This reconfiguration would improve the amenity and parking layout of the street but would not result in any change of function for Larkin Lane. The modifications would result in a net increase of approximately 12 spaces in relation to the 43 spaces currently provided.

Larkin Street extension to Shirley Road

The urban design option includes an extension of Larkin Street to intersect with Shirley Road, some 50m west of the Pacific Highway. This connection, approximately 200m in

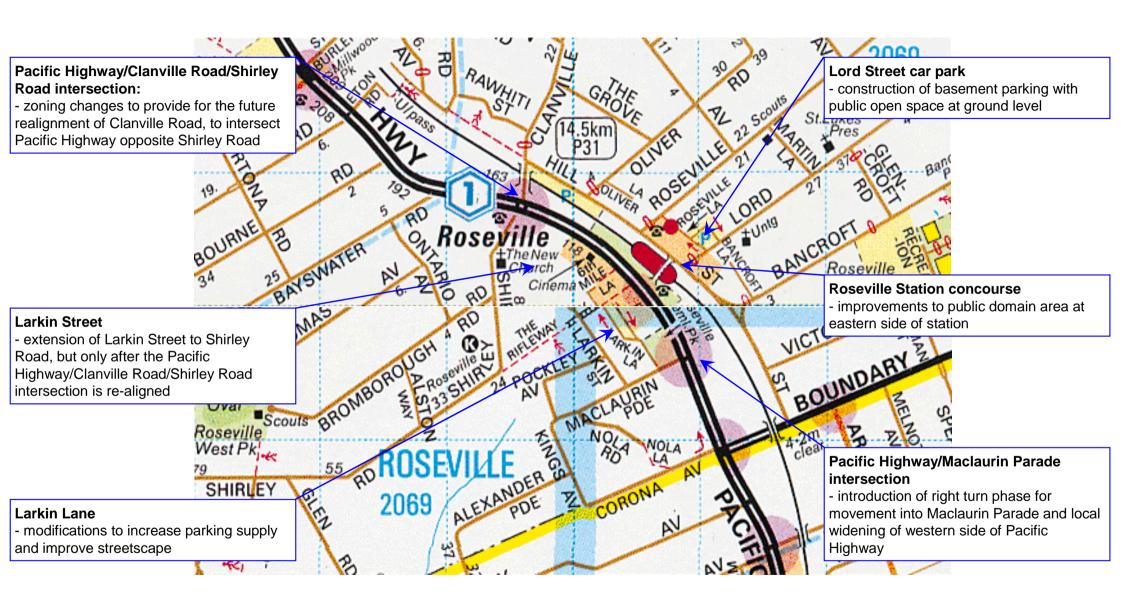
length, would improve vehicular circulation, particularly in terms of access to the western side of the town centre. It is proposed that provision be made for this link, including collecting Section 94 funds, but that it not be provided until the Pacific Highway/Clanville Road/Shirley Road intersection is re-aligned.

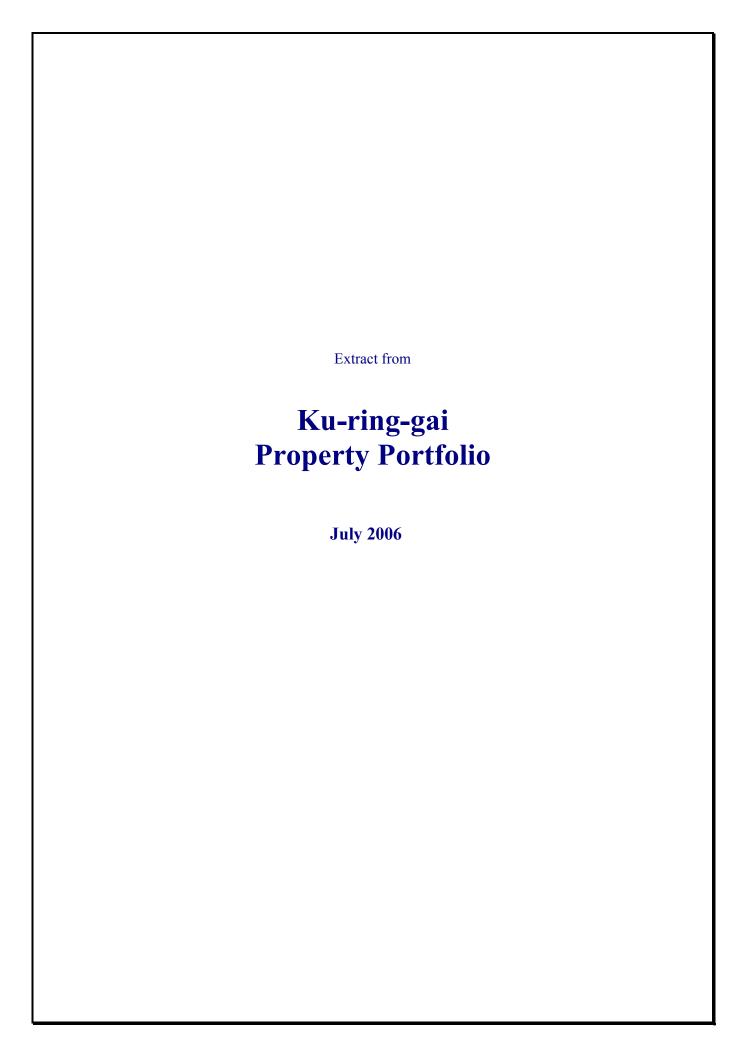
Modifications to Lord Street car park

The urban design option includes replacement of the existing Lord Street car park with basement parking covered by a public open space area. The single level basement parking option includes 40 spaces, with 12 retained at-grade. The modifications would result in a net loss of approximately 10 spaces in relation to the existing 62 space car park.

Improvement to Roseville Station concourse

The urban design option includes improvement to the public domain station concourse on the eastern side of the railway station. The pedestrian crossing at Hill Street would be upgraded and integrated with an upgraded pedestrian crossing of Hill Street opposite Lord Street.





1. ROSEVILLE TOWN CENTRE

Roseville shopping centre is considered to be a smaller type shopping centre which is also typical of how town centres were developed around railway stations and major roads. The shopping centre is segmented and separated by the railway line and Pacific Highway. The area is characterised by high vehicular traffic along the Pacific Highway. Also, there is high pedestrian traffic around the railway station and crossing the Pacific Highway.

There are a number of car parks in the area on both sides of the shopping centre which are considered to be inadequate for the car parking needs for the local business activities. The Larkin Lane car park is continually full and recently, the Roseville RSL was granted consent for improvements to the club with a contribution for additional parking.

The area has virtually no open space with the railway gardens providing the only open space in the town centre. Roseville Park is well away from the town centre. However, the park is well utilised and provides for a number of sporting activities.

The Arts Centre and Community Centre are considered to be located well away from the main town centre and difficult to access by public transport.

Consideration needs to be given on how the area should be developed in the future, what facilities and sizes are required and what is the best way to manage traffic in and around the area. Also, commuter parking is always in high demand and proposals need to be considered on the best way to expand the parking in the area and how this can be funded.

Included in the following pages is a summary sheet of the various Council property holdings for the Roseville area and a map showing the location of each of the facilities. Included in this report is a description of each of the facilities, their current uses and proposed future needs. Any redevelopment of any of the sites will need to be considered as part of the Integrated Planning process taking into account any restrictions, leases, covenants and funding used to acquire the land.

1.1 Lord Street Car Park – (Map Reference No. 1)

Background

The Lord Street Car Park is located at 2 Lord Street Roseville behind the shopping centre on the northern side of Roseville Railway Station. The car park provides for 62 car parking spaces and has a utilisation rate of 79% with about 20% of the vehicles parked longer than the allotted time. The car park is an at grade car park with landscaping beds and several mature trees. The car park provides for 2 hours free parking during business hours.

The car park is reasonably well utilised and considered to be of sufficient size for all the user needs. The car park is essentially used by local shoppers. Access in and out of the car park is available from Lord Street.



Site Characteristics

The car park land is classified as Community Land and zoned Business 3(b) – (B2) Commercial Services. The site area is 1,685 square metres. The land is owned by Council and used for public car parking.

Potential exists to incorporate the car park into the future commercial/residential development with a stratum level car park for public use. This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning.

1.2 Larkin Lane Car Park – (Map Reference No. 2)

Background

The Southern Area Car Park is located at the rear of the shopping centre on the southern side of the Pacific Highway and the railway line and off Larkin Lane, Roseville. The car park provides for 44 car parking spaces and has a utilisation rate of 98% with about 25% of the vehicles parked longer than the allotted time. The car park is an at grade car park with landscaping beds. The car park provides for 2 hours free parking during business hours.

The car park is reasonably well utilised and considered to be insufficient size for all the user needs. The car park is essentially used by local shoppers and patrons that attend the Roseville RSL. Access in and out of the car park is available from Larkin Lane. Recently the RSL was required to contribute to the extension of the car park as a condition of consent relating to the additions to the club.



Site Characteristics

The car park land is classified as Community Land and zoned Business 3(a) - (A2) Retail Services. The site area is 1,302 square metres. The land is owned by Council and used for public car parking.

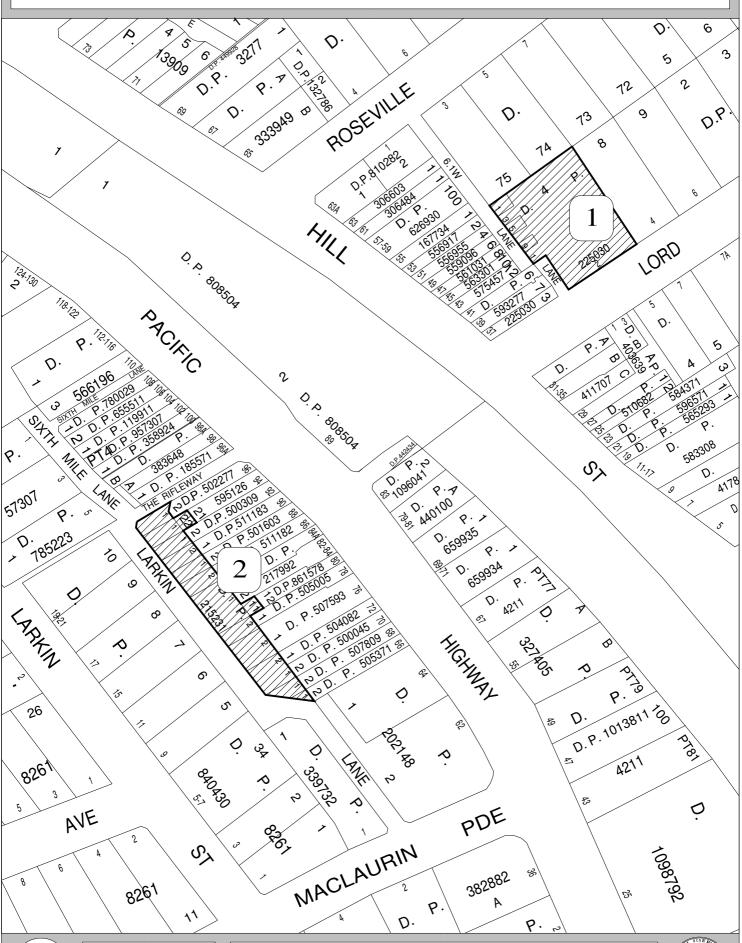
Potential exists to incorporate the car park into the future commercial/residential development with a stratum level car park for public use. This area is included in the area identified under the Integrated Planning for the mixed residential commercial rezoning under stage 2 of the Residential Development Strategy.

Roseville Centre - Land under consideration for Re-classification

Map Ref.	Property Name	Property Location	Legal Documents	Property Description	Current Zoning	Classification	Area	Restrictions on use
1	Car Park No.7	2 Lord Street Roseville	LD4083, LD4084, LD4085, LD4087, LD4115 all Certificates of Title	Lot 4 DP225030, Lot 1 DP556917, Lot 3 DP556955, Lot 5 DP559096, Lot 7 DP561031, Lot 9 DP563301, Lot 11 DP575457	Business 3(b)-(B2) Commerci al Services under the KPSO	Community	1685m2	РОМ
2	Car Park No.3	Larkin Lane Roseville	LD5733, LD2979, LD2988, LD3079, LD3085, LD3093, LD3155, LD3156, LD3188, LD3196, LD3240, LD3256, LD3463, LD3791, LD4513 all Certificates of Title	Lot 11 DP861578, Lot 22 DP595126, Lot 1 DP502277, Lot 1 DP215188, Lot 1 DP500309, Lot 2 DP511183, Lot 1 DP501603, Lot 2 DP511182, Lot 1 DP215231, Lot 2 DP505005, Lot 2 DP507593, Lot 2 DP504082, Lot 1 DP500045, Lot 1 DP505371	Business 3(a)-(A2) Retail Services under the KPSO	Community	1301.5m2	РОМ

LOCATION SKETCH

ROSEVILLE CENTRE - LAND FOR RE-CLASSIFICATION



SCALE: 1:2000

DATE: 09-08-2006



LAND TO BE RE-CLASSIFIED



Item 2

S04291 14 August 2006

PYMBLE CENTRE DRAFT LOCAL ENVIRONMENTAL PLAN AND DRAFT DEVELOPMENT CONTROL PLAN - CORRECTIONS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To have Council consider and adopt a minor

amendment to the Pymble Centre Draft Local Environmental Plan and Draft Development Control Plan prior to finalisation of the documentation for formal exhibition.

BACKGROUND: On 25 July 2006 Council considered and

adopted the Draft Local Environmental Plan and Draft Development Control Plan for the Pymble Centre for submission to the Department of Planning seeking approval for formal exhibition. Since that time a further review has identified a typographical error and a minor amendment that are recommended to be rectified prior to formal

exhibition of the draft plans.

COMMENTS: The proposed corrections are outlined in this

report and can be made prior to the formal

exhibition of the report.

RECOMMENDATION: That Council endorse the proposed corrections

as outlined in this report, prior to formal

exhibition.

S04291 S04291 14 August 2006

PURPOSE OF REPORT

To have Council consider and adopt a minor amendment to the Pymble Centre Draft Local Environmental Plan and Draft Development Control Plan prior to finalisation of the documentation for formal exhibition.

BACKGROUND

On 25 July 2006 Council considered and adopted the Draft Local Environmental Plan and Draft Development Control Plan for the Pymble Centre for submission to the Department of Planning seeking approval for formal exhibition. Since that time a further review has identified a typographical error and an minor amendment that are recommended to be rectified prior to the formal exhibition of the draft plans

COMMENTS

Typographical error Draft LEP height map Precinct C

In relation to the Pymble Centre Draft LEP Height Map (with reference to Precinct C - Pacific Highway/Bridge Street) a review of the documents by Staff, during preparation of the Section 62 documents, has found an inconsistency between the Adopted LEP and DCP controls for this precinct in relation to the height controls. The error is a result of a typographical error. The adopted Draft LEP Height map as resolved by Council on the 25 July 2006 shows a height of 5 storeys which is incorrect, and the adopted Draft DCP correctly shows a height of 3 storeys. All other provisions in the LEP, including FSR and Land Zoning, relating to this precinct are correct.

It is recommended that the following amendments are made to the LEP Height Map for Precinct C:

To Change the height to 3 storeys to be consistent with the above comments.

In relation to Pymble Centre Draft DCP 4.2.6 Precinct K – Block Plan

A review of the documents by Staff, during preparation of the S62 documents, has found an error in the Draft DCP Block Plan for Precinct K resulting in an inconsistency with the adopted Draft LEP.

The Block Plan shows an option which incorporates 1A Orinoco Street into an amalgamated site with the properties 1070-1072 and 1074 Pacific Highway. This option was considered by staff following representations by the landowner. The option was not discussed nor presented to Council because detailed assessment by staff and the consultant determined that rezoning 1A Orinoco Street would not resolve the interface issue, rather it would transfer the issue further down the hill.

It is recommended that the Block Plan for Precinct K be amended to **exclude** 1A Orinoco Street to be consistent with the adopted DLEP Maps. Future planning for 1A Orinoco Street, Pymble will be considered in the development of the Ku-ring-gai Comprehensive LEP.

CONSULTATION

Not required for this report which proposes a minor amendment to the Draft plan prior to formal exhibition. The Pymble Centre Draft LEP and Draft DCP will be extensively notified and exhibited during September/October 2006. This matter has been discussed with relevant landowners.

FINANCIAL CONSIDERATIONS

Planning for the Pymble centre is covered by the Open Space and Planning Budget.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Council has adopted an integrated planning approach to planning for the Pymble Centre. Specific consultation is not required for this report, due to the nature of the amendments.

SUMMARY

On 25 July 2006 Council considered and adopted the Draft Local Environmental Plan and Draft Development Control Plan for the Pymble Centre for submission to the Department of Planning seeking approval for formal exhibition. Since that time a further review has identified a typographical error and a minor amendment that are recommended to be rectified prior to the formal exhibition of the draft plans.

RECOMMENDATION

- A. That the Pymble Centre Draft Local Environmental Plan Height Map considered by Council on 25 July 2006 be amended as follows;
 - i. Precinct C (855-915 Pacific Highway) be amended to show a maximum 3 storeys in height.
- B. That the Pymble Centre Draft Development Control Plan be amended as follows:
 - That Precinct K (1070-1072 Pacific Highway) Block Plan be amended to show the revised building envelopes, consistent with the adopted Local Environmental Plan, zoning, height and FSR, on an amalgamated site which includes the properties 1070-1072 and 1074 Pacific Highway and excludes 1A Orinoco Street.

Bill Royal **Senior Urban Designer** Steven Head **Director Open Space and Planning**

Item 3

DA0068/06 14 August 2006

15 TO 19 TURRAMURRA AVENUE & 1 & 1A WONGA WONGA STREET, TURRAMURRA

Ward: Wahroonga

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To refer the application back to Council following a site inspection and to address submissions made at and following the site inspection.

BACKGROUND:

• Application lodged 30 January 2006.

Council considered a report at its meeting on 18 July 2006.

• Consideration pending site inspection which took place on 22 July 2006.

COMMENTS:Issues raised at the site inspection and those made after the site inspection are addressed in

this report

RECOMMENDATION: The application be approved.

DA0068/06

Item 3 14 August 2006

PURPOSE OF REPORT

To refer the application back to Council following a site inspection and to address submissions made at and following the site inspection.

BACKGROUND

- Application lodged 30 January 2006.
- Council considered a report at its meeting on 18 July 2006.
- Site inspection which took place on 22 July 2006.

ISSUES RAISED AT THE SITE INSPECTION

1. **Basement drainage**

Council staff are requested to confirm that the proposed pump out drainage system from the basement car park is not inconsistent with other residential flat building developments approved by Council in the Residential 2(d3) zone.

Pump-out systems are generally required for basement car-parks because the depth of excavation means that driveway runoff and subsoil drainage cannot be discharged by gravity. Design criteria are given in Appendix 7 of DCP 47. The system proposed for this development is consistent with the DCP and other residential flat building developments.

2. **Noise impact**

Council staff are requested to advise of the expected noise levels from the mechanical ventilation plant located within the basement car park and comment on the potential impact on nearby residential dwellings.

The plant and mechanical ventilation system will be located within the basement. The vents extracting and permeating air will be vented to/from the basement through to the roof. The location of the equipment within the basement is supported by requirement to fully comply with the BCA, which imposes strict noise requirements minimises impacts to the adjoining properties. Nonetheless, the following condition has been additionally recommended imposed to ensure there are no significant amenity impacts (Refer Condition No.9A).

"To ensure minimal amenity impacts to adjoining properties noise emission from the mechanical ventilation system including fan units is not to exceed that background noise level when measured at the nearest property boundary."

3. Root zone of Tree No. 15

Council staff are requested to confirm that the proposed on-site detention tank will be a minimum of 8.96 metres from Tree No. 15.

It is confirmed that the detention tank will be a minimum 8.96 metres from Tree 15.

4. Security

Council staff are requested to provide further comment on security afforded to future residents of ground level units given that the front courtyards adjoining Turramurra Avenue do not appear to benefit from 1.8 metres high walls.

Security is improved where there is passive surveillance. High walls obstruct view lines and provide opportunities for (hidden) criminal activity. An open area, particularly one that can be seen by neighbouring properties or from public spaces is encouraged. Conversely, enclosed areas, high walls, passage-ways and the like are discouraged in accordance with the principles of the Crime Prevention Through Environmental Design (CPTED).

5. Landscaping

Council staff are requested to confirm that the landscaping conditions stipulate mature landscaping as proposed by the applicant.

The landscape conditions do not stipulate further mature landscaping as the proposed planting shown on the submitted landscape plan proposes super advanced plantings. Plant sizes as shown on the landscape plan are shown as being super advanced varying from 200mm to 200 litres pot sizes.

Notwithstanding Condition No. 52, Council's Landscape Officer is requested to confirm if other trees designated for removal on the subject site could be successfully transplanted and incorporated into the landscaping scheme for this proposal.

The other trees proposed for removal are unsuitable for transplanting or relocation due to their size, maturity and branching root structure. Palms are a species that can be readily transplanted as they have a small fibrous root mass. Other smaller plantings that could be transplanted can be readily replaced within the short term and are not viable for transplanting.

Council staff are requested to provide a condition for enhanced tiered/layered landscaping, particularly on the southern and eastern boundary to ensure dense and effective landscape screening instead of the proposed ground covers and relatively low 8 metre Lilli Pilli.

This request has been fulfilled through Condition No. 87 amending the landscape plan and the location of proposed tree planting in conjunction with the requirement of additional trees, adjacent to the southern and eastern site boundaries.

Council staff are requested to consider a condition requiring the planting of evergreen trees rather than deciduous magnolias which may not provide effective screening particularly in winter.

Condition 87 requires additional evergreen trees to be planted within this area. These trees, in conjunction with the proposed evergreen shrubs, deciduous small feature trees (Magnolia's) and understorey shrub planting, will provide a seasonal tiered screening tree and shrub border, that reflects the broader Turramurra landscape character.

Notwithstanding Condition No. 49, Council staff are requested to comment on the viability of the proposed street trees being planted in between the existing street trees to avoid unnecessary removal of existing street tree planting.

Existing street tree removal is limited to eight trees, two of which are environmental weed species. While proposed street tree planting would be viable with the retention of existing trees, their establishment would be slower due to competition for moisture and nutrients and proposed spacing would be uneven. Given the extent of change proposed to the Turramurra Avenue streetscape character due to numerous residential flat buildings on both sides of the street, an opportunity has been taken to unify street tree plantings, providing an avenue planting of native indigenous evergreen trees on both sides of the street. In the medium to long term, this will provide the streetscape with a dominant tree canopy complimentary to the desired future character.

Council staff are requested to comment on proposed street tree planting in Wonga Wonga Street and amend Conditions 73 and 96 to ensure power lines are relocated underground to avoid future cropping of tree canopies.

Five street trees (Eucalypts) are to be planted within the Wonga Wonga St nature strip as a formal avenue planting (**Refer Condition No. 50**). Subject to power lines being placed underground, the trees would be able to establish and mature without the need for canopy pruning. **Conditions 73** requires that all overhead electricity and other lines shall be undergrounded from the proposed building on the site to the appropriate power pole(s) or other connection points. Council is not able to condition the undergrounding of power lines that are not associated with the subject development, ie. power lines that service other development within the area.

6. Fencing

Council staff are requested to include a condition to ensure side and rear boundary fencing is provided at a minimum height of 1.8 metres in accordance with Council policy.

The existing boundary fencing located along the southern and eastern sides of the development, as existing is in reasonable condition. Further, the southern boundary fence has been recently constructed and meets the 1.8 metre height request. Since the fences are in reasonable condition, there is no reason to require their replacement.

7. Parking

Council staff are requested to comment on the need for any parking restrictions during construction, particularly in Wonga Wonga Street.

Wonga Wonga Street is approximately 8.4 metres wide, so there would not be 5.5 metres available if cars were parked on each side. As such, during the construction phase the following **Condition No.100A** is recommended.

"To maintain access in Wonga Wonga Street, the applicant is to install "No Parking' signs along one side of the street which would be effective for the approved hours of construction. The signs are to be considered by the Ku-ring-gai Traffic Committee and approved by Council (subject to resident concurrence), and installed prior to the commencement of any work on the site. The applicant shall pay for the consideration of the matter by the Ku-ring-gai Traffic Committee, as well as for the installation, maintenance, and removal of the signs following completion of the work and the occupation certificate being issued. If construction activities overlap with another medium density development nearby, the maintenance and subsequent removal of the signs would be carried over to the other developer."

8. Set back from the adjoining heritage item at No. 2 Nulla Nulla Street

Council staff are requested to confirm if the proposed setback from the adjoining heritage item has been altered following the original submission of Development Application No. 0068/06.

Comment:

The side boundary setback of Block B to 2 Nulla Nulla Street, Turramurra has not been altered. The proposed 1st, 2nd and 5th floor levels comply with the setback requirement from heritage items. The 3rd and 4th floors do not comply with this requirement. The variation is 1.5 metres and is reasonable in this instance, as assessed within the report.

9. Recycling

Council staff are requested to include an appropriate condition recommending the recycling of materials contained with the existing dwelling at No. 15 Turramurra Avenue, in particular the existing sandstone and windows.

It would appear that this request seeks the recycling of the building material because of its aesthetic appeal. The materials requested to be retained are unable to be incorporated within the construction of the new development due to its design. However, **Condition 3A** is recommended to ensure the materials are appropriately recycled.

FURTHER SUBMISSIONS MADE AFTER THE SITE INSPECTION:

Consequences of increasing the eastern boundary setback of Building A by 0.5 metres.

An increase of 0.5 metres will have no significant amenity benefit to the already compliant setback. An increase will reduce the front setback of Building A to Turramurra Avenue further exacerbating the non-compliance and resulting in an unacceptable streetscape impact.

Concerns raised by owners of No. 6 Nulla Nulla Street, Turramurra

Overbearing wall height of the proposal:

The height of the eastern wall of Block B that faces 6 Nulla Nulla is in the order of 13.4 metres at its highest point from the finished ground level. This is inclusive of a section of the balustrade to the fifth storey. Council's controls do not provide for maximum wall heights, however, Block B complies with the maximum ceiling height requirement under Clause 25(I)(8) of KPSO and the side boundary setback as prescribed under Part 4.3 of DCP 55. As reported, the development is consistent with other key indicators that relate to bulk and scale. The proposal meets the deep soil landscape area, maximum number of storeys and site coverage provisions under LEP 194. The 2(d3) residential zone permits the scale of the subject development, whilst larger than is currently typical, the development is indicative of the future character of the area.

Lack of proper planting to screen the buildings from adjoining properties.

Suitable screen planting has been provided between the subject and adjoining properties, particularly along the eastern and southern boundaries. The development will not result in unacceptable privacy impacts.

Condition 47 has been included to ensure that the proposed screen planting and tree replenishment is within the ownership of the Body Corporate. Condition 87 increases the density of larger trees within the adjoining residential boundaries, particularly to the southern and eastern boundaries.

Heritage concerns raised by owners of No. 2 Nulla Nulla Street, Turramurra.

The Survey and Site Analysis Plans demonstrate that Block B is 13.5 metres from the Heritage Item and 9 metres from the (southern) side boundary, a minor non-compliance with the setback requirement from Heritage Items as prescribed under DCP 55. As discussed in the previous report to Council, this minor non-compliance will have minimal impact. The development meets the objectives of the control and is therefore acceptable.

CONCLUSION

Having regard to the provisions of s.79C of the Environmental Planning and Assessment Act 1979, the proposed development is considered to be satisfactory. Therefore, it is recommended that the application be approved.

RECOMMENDATION

Pursuant to Section 80(1) of the Environmental Planning and Assessment Act, 1979:

THAT the Council, as the consent authority, is of the opinion that the objection under *State Environmental Planning Policy No. 1 – Development Standards* to clause 25L (Zone Interface) of

the Ku-ring-gai Planning Scheme Ordinance is well founded. The Council is also of the opinion that strict compliance with the development standard is unreasonable and unnecessary in the circumstances of this case as the proposal meets the underlying objectives of the control and will not result in a significant impact.

That Council, as the consent authority, grant development consent to for the demolition of existing structures, lot consolidation and the construction of a residential flat development containing two buildings (49 Units), basement car-parking and landscaping at 15-19 Turramurra Avenue and 1-1A Wonga Wonga Street, Turramurra for a period of two (2) years from the date of the Notice of Determination, subject to the following conditions:

GENERAL CONDITIONS

1. The development must be carried out in accordance with the following stamped approved plans and documentation, except where amended by conditions of consent:

Plan Nos	Date of Plan	Prepared by:
TUR-AR-DA001- DA017 inclusive Rev 01 TUR-AR-DA-020 TUR-AR-DA-022 Rev 00 TUR-AR-DA-023 Rev 01 TUR-AR-DA-027 Rev 01 TUR-AR-DA-032	December 2005 December 2005 December 2005 February 2006 December 2005 December 2005	Sandberg Schoffel Architects Sandberg Schoffel Architects Sandberg Schoffel Architects Sandberg Schoffel Architects Sandberg Schoffel Architects Sandberg Schoffel Architects
5064-01 Issue E Landscape Plan		Peter Glass & Associates
Document Title	Date of Document	Prepared by:
Geotechnical Investigation Report BASIX Certificate Cert. No. 50420M	19 January 2006 25 January 2006	Jeffery and Katauskas Pty Ltd

- 2. The approved building shall not be occupied unless the development has been completed in accordance with all conditions of consent and the approved plans and an Occupation Certificate has been issued.
- 3. To ensure minimal environmental impacts all works are to be carried out in accordance with the BASIX certificate/ commitments lodged for this application.
- 3A. To ensure minimal environmental impact, the existing sandstone and windows of 15 Turramurra Avenue, Turramurra must be recycled. These materials must be removed from the site and forwarded to an appropriate person(s)/ business dealing with recycling materials. When removing the materials they must be kept in good order, as far as practical, to maintain their current condition.
- 4. The opening of any footway, roadway, road shoulder or any part of the road reserve shall not be carried out without a Road Opening Permit being obtained from the Council (upon payment of the required fee) beforehand.

- 5. For the purpose of ensuring the compliance with the terms of the approval, an approved copy of the plan and this Consent and Construction Certificate shall be kept on site at all times.
- 6. All public footways and roadways fronting and adjacent to the site must be maintained in a safe condition at all times during the course of the development works. Construction materials and plant must not be stored in the road reserve. A safe pedestrian circulation route and a pavement/route free of trip hazards must be maintained at all times on or adjacent to any public access ways fronting the construction site. Where public infrastructure is damaged, repair works must be carried out when and as directed by Council officers. Where pedestrian circulation is diverted on to the roadway or verge areas, clear directional signage and protective barricades must be installed in accordance with AS1742-3 (1996) "Traffic Control Devices for Work on Roads". If pedestrian circulation is not satisfactorily maintained across the site frontage, and action is not taken promptly to rectify the defects, Council may undertake proceedings to stop work.
- 7. HOURS OF WORK: For the purpose of residential amenity, noise generating work carried out in connection with building and construction operation, including deliveries of building materials and equipment, is restricted to the following hours: Mondays to Fridays inclusive: 7.00am to 5.30pm. Saturdays: 8.00am to 12.00 noon. Sundays and Public Holidays: Not Permitted. The use of the following items of plant on the site is also restricted to the abovementioned hours: compressors, bulldozers, power operated woodworking machines, excavators and loaders, jackhammers, Ramset guns, concrete mixers and concrete delivery wagons, hoists, winches, welding and riveting plant.
 - Whilst work on Saturdays may be performed until 5.30pm, such work or any associated activities shall not involve the use of any noise generating processes or equipment.
- 8. For the purpose of public safety, a sign shall be erected on the site prior to any work commencing which is clearly visible from a public place stating that unauthorised entry to the site is not permitted and showing the name of the builder or another person responsible for the site and a telephone number for contact outside working hours. The sign may only be removed on satisfactory completion of the works.
- 9. A sign shall be erected in a prominent position on the site which states the name and contact details of the Principal Certifying Authority.
- 9A. To ensure minimal amenity impacts to adjoining properties noise emission from the mechanical ventilation system including fan units is not to exceed that background noise level when measured at the nearest property boundary.
- 10. Any excavation of rock involving hydraulic or compressed air rock hammers or other excavation equipment shall comply with the requirements of Council's Code for the Control and Regulation of Noise on Building Sites.
- 11. No rock breaking or other machinery for the excavation, drilling or removal of rock shall be used on the site without the prior approval of the Principal Certifying Authority. Should rock

breaking or associated machinery be required, the following details are to be submitted to the Principal Certifying Authority for consideration:

- a. The type and size of machinery proposed.
- b. The routes of all trucks to convey material to and from the site.
- c. A report by a Geotechnical Engineer detailing the measures recommended in undertaking the work so as to prevent any damage to any adjoining or nearby buildings.
- 12. With regard to the proposed rock breaking the following conditions are to be observed:
 - a. The Geotechnical Engineer shall supervise the works in progress.
 - b. A dilapidation report on adjoining or nearby properties shall be prepared prior to any excavation, rock breaking, or associated work commencing and shall be submitted to the Principal Certifying Authority.
 - c. All material removed from or imported to the site shall be loaded, unloaded or conveyed in such a manner that will minimise nuisance. Trucks shall be covered and site controls shall include shaker grids at the exits of the site. All materials falling to any part of the road or footpath or any public place shall be immediately cleaned up.
 - d. All material removed from or imported to the site shall be loaded, unloaded or conveyed in such a manner that will minimise nuisance. Trucks shall be covered and site controls shall include shaker grids at the exits of the site. All materials falling to any part of the road or footpath or any public place shall be immediately cleaned up.
- 13. For the purpose of maintaining visual amenity, no permanent electricity supply poles are to be erected forward of the building setback without the prior Consent of Council. It is the onus of the applicant to consult with the authorised statutory electricity provider prior to construction commencing to ensure that direct connection to the building is possible. Details of any proposed permanent pole must be submitted to and approved by Council prior to installation.
- 14. The applicant is advised that the Construction Certificate plans and specifications must comply with the provisions of the Building Code of Australia.
- 15. All excavations and backfilling associated with the erection or demolition of a building must be executed safely and in accordance with appropriate professional standards.
 - All excavations associated with the erection or demolition of a building must be properly guarded and protected to prevent them from being dangerous to life or property.
- 16. If an excavation associated with the erection or demolition of a building extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation to be made:
 - a. must preserve and protect the building from damage, and
 - b. if necessary, must underpin and support the building in an approved manner, and
 - c. must, at least 7 days before excavating below the level of the base of the footings of a building on an adjoining allotment of land, give notice of intention to do so to the owner

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of the adjoining allotment of land and furnish particulars of the excavation to the owner of the building being erected or demolished.

The owner of the adjoining allotment of land is not liable for any part of the cost of work carried out for the purposes of this clause, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

In this clause, allotment of land includes a public road and any other public place.

- 17. Toilet facilities are to be provided, within the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.
- 18. The demolition is to be carried out in accordance with the guidelines contained in Australian Standard 2601-1991: The Demolition of Structures.
- 19. Access to demolition sites shall be protected as directed by the Principal Certifying Authority by the use of suitable fences or hoardings.
- 20. Where a new development is not commencing immediately following demolition, the demolition shall be limited to the extent of the footprint of the building/s on the site and no excavation shall be carried out.
- 21. A person taking down or demolishing or causing to be taken down or demolished any building or part thereof shall, upon identifying or suspecting that asbestos is present in the building, immediately notify the Workcover Authority. The Authority is the controlling body for the safe removal, handling and disposal of asbestos. The Authority supervises and monitors contractors engaged in asbestos removal.

The requirements and standards imposed by the Authority, its consultants or contractors shall be complied with.

- 22. Erosion control measures shall be provided on demolition sites to prevent the siltation of watercourses and drainage systems.
- 23. Dust control measures shall be taken on all demolition sites so as to avoid a nuisance to adjoining properties and harm to the environment.
 - a. A person taking down or demolishing or causing to be taken down or demolished any building or portion of any building shall:
 - i. cause the windows or other openings in the external walls to be close boarded or otherwise covered:
 - ii. cause screens of canvas, hessian, boards, mats or other suitable material to be fitted in appropriate locations;

- iii. cause areas, components and debris to be wetted down; in such a manner as to minimise, as far as practicable, the nuisance arising from the escape of dust during such taking down or demolition.
- b. Such person shall not chute, throw or let fall or cause to chute, throw or let fall from the floor to floor or into any basement of such building any building materials or any other matter so as to cause dust to escape from the building or cause any such material to fall or cast upon a public way to the annoyance, inconvenience, or danger of persons using such public way.
- 24. All combustible material shall be removed from the site on a daily basis. Material shall not be burnt on the site.
- 25. Materials salvaged from a demolition may be stored on site provided they are non combustible, neatly and safety stockpiled and not likely to become a harbourage for vermin.
- 26. Adequate precautions shall be taken to ensure the protection of adjoining premises and persons therein from damage and injury during the process of demolition.
- 27. Buildings built prior to the 1970's may contain lead based paint. Lead dust is a hazardous substance. You are advised to follow the attached WorkCover guidelines to prevent personal and environmental contamination.
- 28. The applicant or builder/developer is responsible for the cost of making good any damage that may be caused to any Council property as a result of work associated with the demolition.
- 29. All demolition materials of value for re-use either on-site or elsewhere, shall be separated and made available for re-cycling.
- 30. Where required, the adjustment of any utility service facilities must be carried out by the applicant and in accordance with the requirements of the relevant utility authority. These works shall be at no cost to Council. It is the Applicants responsibility to ascertain impacts of the proposal upon utility services and Council accepts no responsibility for any matter arising from its approval to this application involving an influence upon utility services provided by another authority.
- 31. All public footways and roadways fronting and adjacent to the site are to be maintained in a safe condition at all times during the course of the development works. A safe pedestrian circulation route and a pavement/route free of trip hazards must be maintained at all times on or adjacent to the public access ways fronting the construction site. Where public infrastructure is damaged, repair works must be carried out when and as directed by Council officers. Where circulation is diverted on to the roadway, clear directional signage and protective barricades must be installed in accordance with AS1742-3 1996 "Traffic Control Devices for Work on Roads". If pedestrian circulation is not satisfactorily maintained, and action is not taken promptly to rectify the defects, Council may undertake proceedings to stop work.

- 32. The burning of undergrowth, foliage, building refuse and like matter on the site is prohibited.
- 33. For the purpose of health and amenity, effective measures are to be taken at all times to prevent any nuisance being caused by noise, vibrations smells, fumes, dust, smoke, waste water products and the like.
- 34. To prevent pollution, all vehicles making a delivery to or from the site are to be covered to prevent loose materials, dust etc falling from the vehicles.
- 35. Your attention is directed to the operation of the Commonwealth Disability Discrimination Act 1992, which may impose greater obligations on providing access to disabled persons other than compliance with the Building Code of Australia. You are advised to seek advice from the Human Rights and Equal Opportunity Commission (phone (02) 9284 9600) in respect of your application.
- 36. A Tree Preservation Order exists within the Ku-ring-gai Council area whereby the removal, lopping or destruction of any tree exceeding 5.0 metres in height or 4.0 metres in canopy spread (except where exempt as defined under Council's Tree Preservation Order) without prior written consent of Council is prohibited.
- 37. The proposed building structure shall be constructed in a proper and workmanlike manner to achieve the required level of performance required by the Building Code of Australia for a building as described below:

Building Classification: Class 2 (Residential Areas) and Class 7 (Basement Car park)

Rise in Storey: 5

Type of Construction Type A Construction Required

38. Removal, or pruning of the following trees, is not approved as part of this Development Application:

Tree/ Location

#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary

#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary

#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

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#22 Metasequoia glyptostroboides (Dawn Redwood)

Adjacent to eastern site boundary

#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash)

Adjacent to eastern site boundary

#25 Chamaecyparis obtusa (Hinoki Cypress)

Adjacent to eastern site boundary

#27 Acer palmatum (Japanese Maple)

Adjacent to eastern site boundary

#31 Corymbia citriodora (Lemon scented gum)

Adjacent to eastern site boundary in neighbouring property

#32 Brachychiton acerifolius (Illawarra Flame Tree)

Adjacent to southern site boundary in neighbouring property

39. Approval is given under this development consent for the following tree works to be undertaken to trees within the subject property:

Tree/Location Tree Works #1 Arbutus unedo (Irish Strawberry Tree) Removal Centrally located on site #2 Callistemon viminalis (Weeping bottlebrush) Removal Within northern setback #3 Camellia japonica (Japanese camellia) Removal Adjacent to northern site boundary #4 Celtis australis (Hackberry) Removal

Adjacent to northern site boundary

#5 Acer palmatum (Japanese Maple) Removal

Adjacent to northern site boundary

#6 Camellia sasanqua (Chinese Camellia) Removal Within proposed building footprint

#9 Pittosporum undulatum (Native Daphne) Removal Northwest site corner

#10 Chamaecyparis obtusa (Hinoki Cypress) Removal Adjacent to western site boundary

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#16 Quercus palustris (Pin Oak) Adjacent to western site boundary	Removal
#17 Quercus palustris (Pin Oak) Adjacent to western site boundary	Removal
#18 Celtis australis (Hackberry) Centrally located on site	Removal
#19 Acer palmatum (Japanese Maple) Within proposed building footprint	Removal
#20 <i>Liriodendron tulipifera</i> (Tulip tree) Within proposed building footprint	Removal
#21 Acer palmatum (Japanese Maple) Within proposed building footprint	Removal
#23 Jacaranda mimosifolia (Jacaranda) Adjacent to eastern site boundary	Removal
#28 Acer palmatum (Japanese Maple) Within proposed building footprint	Removal
#30 Lagerstroemia indica (Crepe Myrtle) Centrally located on site	Removal
#33 Callistemon salignus (Willow Bottlebrush) Turramurra Ave nature strip	Removal
#34 <i>Nyssa sylvatica</i> (Tupelo) Turramurra Ave nature strip	Removal
#35 Nyssa sylvatica (Tupelo) Turramurra Ave nature strip	Removal
#36 Callistemon viminalis (Weeping Bottlebrush) Turramurra Ave nature strip	Removal
#37 Robinia pseudoacacia (Black Locust) Turramurra Ave nature strip	Removal
#38 Robinia pseudoacacia (Black Locust) Turramurra Ave nature strip	Removal
#39 Callistemon salignus (Willow Bottlebrush)	Removal

Turramurra Ave nature strip

#40 Callistemon salignus (Willow Bottlebrush)

Removal

Turramurra Ave nature strip

40. The trees to be retained shall be inspected, monitored and treated when necessary by a qualified Arborist before, during and after completion of development works to ensure their long term survival. Regular inspections and documentation from the Arborist to the Principal Certifying Authority are required at the following times or phases of work.

Tree/location Time of inspection

All existing trees located on site being retained Prior to demolition

At the completion of demolition

Prior to excavation works

At the completion of excavation works Prior to the start of construction works At monthly intervals during construction At the completion of construction works At the completion of all works on site

41. REMOVAL/PRUNING of the following tree/s from Council's nature strip shall be undertaken at no cost to Council by an experienced Tree Removal Contractor/Arborist holding Public Liability Insurance amounting to a minimum cover of \$10,000,000.

Tree/Location	Tree Works
#33 <i>Callistemon salignus</i> (Willow Bottlebrush) Turramurra Ave nature strip	Removal
#34 <i>Nyssa sylvatica</i> (Tupelo) Turramurra Ave nature strip	Removal
#35 <i>Nyssa sylvatica</i> (Tupelo) Turramurra Ave nature strip	Removal
#36 <i>Callistemon viminalis</i> (Weeping Bottlebrush) Turramurra Ave nature strip	Removal
#37 Robinia pseudoacacia (Black Locust) Turramurra Ave nature strip	Removal
#38 <i>Robinia pseudoacacia</i> (Black Locust) Turramurra Ave nature strip	Removal
#39 <i>Callistemon salignus</i> (Willow Bottlebrush) Turramurra Ave nature strip	Removal

#40 *Callistemon salignus* (Willow Bottlebrush) Removal Turramurra Ave nature strip

42. Root pruning of the following tree/s which may be necessary to accommodate the approved building works shall be undertaken by an experienced Arborist/Horticulturist, with a minimum qualification of the Horticulture Certificate or Tree Surgery Certificate:

Tree/Location

#8 Eucalyptus pilularis (Blackbutt)
Adjacent to northern site boundary

#11 Eucalyptus pilularis (Blackbutt)
Adjacent to western site boundary

#14 Eucalyptus pilularis (Blackbutt)
Adjacent to western site boundary

#15 Eucalyptus pilularis (Blackbutt)
Adjacent to western site boundary

#16 Eucalyptus pilularis (Blackbutt)
Adjacent to western site boundary

- 43. If tree roots are required to be severed for the purposes of constructing the approved works they shall be cut cleanly by hand, by an experienced Arborist/Horticulturist with a minimum qualification of the Horticulture Certificate or Tree Surgery Certificate
- 44. No tree roots of 30mm or greater in diameter located within the specified radius of the trunk/s of the following, tree/s shall be severed or injured in the process of any site works during the construction period.

Tree/Location	Radius From Trunk
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	15.0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	10.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	12.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	8.0m

#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	5.0m
#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Adjacent to eastern site boundary	6.0m
#25 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to eastern site boundary	5.0m
#27 Acer palmatum (Japanese Maple) Adjacent to eastern site boundary	5.0m
#31 Corymbia citriodora (Lemon scented gum) Adjacent to eastern site boundary in neighbouring property	9.0m
#32 Brachychiton acerifolius (Illawarra Flame Tree) Adjacent to southern site boundary in neighbouring proper	5.0m ty

45. All excavation carried out within the specified radius of the trunk/s of the following tree/s shall be hand dug:

Tree/Location	Radius From Trunk
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	13.0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	10.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	11.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	7.0m
#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	5.0m
#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Adjacent to eastern site boundary	6.0m
#25 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to eastern site boundary	5.0m

#27 Acer palmatum (Japanese Maple) Adjacent to eastern site boundary	5.0m
#31 Corymbia citriodora (Lemon scented gum)	9.0m
Adjacent to eastern site boundary in neighbouring propert	y
#32 Brachychiton acerifolius (Illawarra Flame Tree)	5.0m
Adjacent to southern site boundary in neighbouring prope	rty

46. Excavation for the installation of CONDUITS/SEWER/STORMWATER/GAS within the specified radius of the trunk/s of the following tree/s shall be carried out using the thrust boring method. Thrust boring shall be carried out at least 600mm beneath natural ground level to minimise damage to tree/s root system

Tree/Location	Radius From Trunk
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	15.0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	10.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	12.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	8.0m
#22 Metasequoia glyptostroboides (Dawn Redwood Adjacent to eastern site boundary) 5.0m
#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Adjacent to eastern site boundary	6.0m
#25 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to eastern site boundary	5.0m
#27 Acer palmatum (Japanese Maple) Adjacent to eastern site boundary	5.0m
#31 <i>Corymbia citriodora</i> (Lemon scented gum) Adjacent to eastern site boundary in neighbouring pr	9.0m roperty
#32 Brachychiton acerifolius (Illawarra Flame Tree)	5.0m

Adjacent to southern site boundary in neighbouring property

- 47. To maximise landscape amenity for the site, the following private courtyards are to be amended to ensure that proposed screen planting and tree replenishment is within the ownership of the body corporate. The private courtyards are to be reduced in size as detailed by the following; The courtyards for Units B1 and B5 within the southern side setback are to be deleted, the entire area is to be maintained as communal space; courtyards within the eastern side setback for Unit B5 are to not encroach closer than 6.0m to any site boundary; the private courtyard for Unit B4 is not to exceed any more than 4.0m from the eastern side of Building B; The private courtyard south of Unit A6 is to be deleted and the area maintained as communal open space; The private courtyards on the eastern side of Units A6 and A5 are not to encroach closer than 4.0m from the eastern site boundary.
- 48. The applicant shall ensure that at all times during the site works no activities, storage or disposal of materials shall take place beneath the canopy of any tree protected under Council's Tree Preservation Order.
- 49. The following tree species shall be planted, at no cost to Council, in the nature strip fronting the property along Turramurra Ave as an evenly spaced avenue planting. The tree/s used shall be a minimum 25 litre container size specimen/s trees:

Tree Species Quantity

Eucalyptus saligna (Bluegum) 7

50. The following tree species shall be planted, at no cost to Council, in the nature strip fronting the property along Wonga St as an evenly spaced avenue planting. The tree/s used shall be a minimum 25 litre container size specimen/s trees:

Tree Species Quantity

Eucalyptus saligna (Bluegum) 5

- 51. Following removal of tree #'s 33, 34, 35, 36, 37, 38, 39, and 40 from Council's nature strip, the nature strip shall be rehabilitated to the satisfaction of Council at no cost to Council.
- 52. Transplanting of the following trees/shrubs shall be directly supervised by an experienced Arborist/Horticulturist with a minimum qualification of the Horticulture Certificate or Tree Surgery Certificate.

Species/From To

#29 *Phoenix canariensis* (Canary Island Date Palm) Centrally located on site within Turramurra Ave site frontage

53. All builders' refuse, spoil and/or material unsuitable for use in landscape areas shall be removed from the site on completion of the building works.

54. The canopy replenishment trees to be planted shall be maintained in a healthy and vigorous condition until they attain a height of 5.0 metres whereby they will be protected by Council's Tree Preservation Order. Any of the trees found faulty, damaged, dying or dead shall be replaced with the same species.

- 55. Stormwater runoff from new hard surfaces generating runoff or landscaped areas that are not at natural ground level shall be piped to the street drainage system. New drainage line connections to the street system shall conform and comply with the requirements described in sections 5.3 and 5.4 of Councils Water Management Development Control Plan 47, available in hard copy at Council and on the Council website.
- 56. A mandatory rainwater retention and re-use system comprising storage tanks and ancillary plumbing must be provided for the development. The (minimum) total storage volume of the rainwater tank system, and the prescribed re-use of the water on site, must satisfy all relevant BASIX commitments and the requirements specified in chapter 6 of Ku-ring-gai Council Water Management Development Control Plan 47 (DCP47).
- 57. In addition to the mandatory rainwater retention and re-use system provided, an on-site stormwater detention system must be provided for the development to control the rate of runoff leaving the site. The minimum volume of the required on-site detention system must be determined in accordance with chapter 6 of the Ku-ring-gai Council Water Management Development Control Plan 47 (DCP 47) having regard to the specified volume concession offered in lieu of installing rainwater retention tanks. The design of the on-site detention system must be performed by a qualified civil/hydraulic engineer and must satisfy the design controls set out in appendix 5 of DCP 47.
- 58. For stormwater control a 200mm wide grated channel/trench drain with a heavy-duty removable galvanized grate is to be provided in front of the garage door/basement parking slab to collect driveway runoff. The channel drain shall be connected to the main drainage system and must have an outlet of minimum diameter 150mm to prevent blockage by silt and debris.
- 59. To control surface runoff all new exposed impervious areas graded towards adjacent property and/or habitable areas are to be drained via the main drainage system. This may require the installation of suitable inlets pits, cut-off structures (e.g. kerb), and/or barriers that direct such runoff to the formal drainage system. Details for such measures shall be shown on the approved Construction Certificate issue drawings, to the satisfaction of the Principal Certifying Authority.
- 60. During construction, stormwater runoff must be disposed in a controlled manner that is compatible with the erosion and sediment controls on the site. Immediately upon completion of any impervious areas on the site (including roofs, driveways, paving) and where the final drainage system is incomplete, the necessary temporary drainage systems must be installed to manage and control runoff as far as the approved point of stormwater discharge. Such measures shall be to the satisfaction of the Principal Certifying Authority.
- 61. It is the Applicants and contractors **full responsibility** to ascertain the exact location of the Council drainage pipe traversing the site and take measures to protect it. All proposed

structures are to be sited fully clear of any Council drainage pipes, drainage easements, watercourses and trunk overland flow paths on the site. Trunk or dedicated flow paths shall not be impeded or diverted by fill or structures unless otherwise approved. In the event of a pipeline being uncovered during construction, all work is to cease and the Principal Certifying Authority and Council must be contacted immediately for advice. Any damage caused to the Council pipe shall be immediately repaired in full and at no cost to Council.

- 62. No part of the building (including overhangs and footings) shall encroach over any easement and no loadings shall be imposed to the utilities within any easement.
- 63. To ensure structural stability, footings to be located adjacent to easements and/or Council drainage pipes shall be sited and constructed so that all footings are located outside of easement boundaries. The applicant shall refer to Council Plan 80-011 concerning such works. Footings must extend to at least the depth of the invert of the adjacent pipe within the easement unless the footings are to be placed on competent bedrock. If permanent excavation is proposed beneath the obvert of the pipe within the easement, suitable means to protect the excavation from seepage or other water flow from the pipe and trench, and means to retain the easement and associated pipe cover, are to be provided by the applicant at no cost to Council. Council accepts no liability for such seepage or water flows now or at any time in the future resulting from such excavation.
- 64. A maintenance period of six (6) months applies to all work in the public road reserve carried out by the applicant **after** the works have been completed to the satisfaction of Ku-ring-gai Council. In that maintenance period, the applicant shall be liable for any section of the completed public infrastructure work which fails to perform in the designed manner, or as would reasonably be expected under the operating conditions. The maintenance period shall commence once the Applicant receives a written indication from Council stating that the works involving public infrastructure have been completed satisfactorily.
- 65. Where required, the adjustment or inclusion of any new utility service facilities must be carried out by the applicant and in accordance with the requirements of the relevant utility authority. These works shall be at no cost to Council. It is the Applicants full responsibility to make contact with the relevant utility authorities to ascertain the impacts of the proposal upon utility services at the appropriate stage of the development (including water, phone, gas and the like). Council accepts no responsibility whatsoever for any matter arising from its approval of this application involving any influence upon utility services provided by another authority.
- 66. The provision of temporary sediment and erosion control facilities and measures must be installed, prior to the commencement of any works on the site to eliminate unnecessary erosion and loss of sediment. These facilities must be maintained in working order during construction works up to completion. All sediment traps must be cleared on a regular basis and after each major storm, and/or as directed by the Principal Certifying Authority and Council officers.
- 67. Driveways and vehicular access ramps must be designed not to scrape the underside of cars. In all respects, the proposed vehicle access and accommodation arrangements must be designed

and constructed to comply with the minimum requirements of Australian Standard 2890.1 (2004) "Off-Street car parking".

- 68. The Applicant must obtain a **Section 73 Compliance Certificate** under the *Sydney Water Act* 1994. An application must be made through an authorised Water Servicing Coordinator. The Applicant is to refer to "Your Business" section of Sydney Water's web site at www.sydneywater.com.au then the "e-developer" icon or telephone 13 20 92. Following application a "Notice of Requirements" will detail water and sewer extensions to be built and charges to be paid. Please make early contact with the Coordinator, since building of water/sewer extensions can be time consuming and may impact on other services and building, driveway or landscape design.
- 69. In order to allow **unrestricted access at all times** for Ku-ring-gai Council waste collection vehicles into the basement garbage collection area no doors, grilles, gates or other devices are to be provided in the access driveways to the basement car-park preventing this service.
- 70. A contractor with specialist excavation experience must undertake the excavations for the development and a suitably qualified and consulting geotechnical engineer must oversee the excavation procedure. Geotechnical aspects of the development work, namely:
 - Appropriate excavation methods and techniques,
 - Vibration management and monitoring,
 - Support and retention of excavated faces,
 - Hydrogeological considerations,

Must be undertaken in accordance with the recommendations of the Geotechnical Investigation Report prepared by Jeffery and Katauskas and all subsequent geotechnical inspections carried out during the excavation and construction phase. Over the course of the works a qualified Geotechnical/hydrogeological Engineer must complete the following:

- Further geotechnical investigations and testing recommended in the above report(s) and as determined necessary,
- Further monitoring and inspection at the hold points recommended in the above report(s) and as determined necessary,

Written report(s) including certification(s) of the geotechnical inspection, testing and monitoring programs.

Approval must be obtained from all affected property owners, including Ku-ring-gai Council where rock anchors (both temporary and permanent) are proposed below adjacent private or public property.

CONDITIONS TO BE COMPLIED WITH PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE

71. In order to preserve the privacy of adjoining properties, the following amendment is necessary:

a) The glass balustrades for all of the balconies on the eastern elevation of Block A and eastern and southern elevations of Block B must incorporate opaque glazing panels.

Details of the above privacy measures are to be submitted with the application for a Construction Certificate.

- 72. To ensure compliance with Council's Manageable Housing requirements a minimum 5 apartments are to be provided as manageable housing
- 73. All overhead electricity and other lines (existing and proposed) shall be undergrounded from the proposed buildings on the site to the appropriate power pole(s) or other connection points, in accordance with the requirements of Energy Australia. Details to be shown on plans submitted with the Construction Certificate (*Reason: To provide infrastructure that facilitates future improvement of the streetscape be relocation of overhead lines below ground*).
- 74. Five (5) of the proposed apartments are to be designed with accessible features for disabled persons, and to incorporate level entries and wider doorways and corridors, slip resistant surfaces, reachable power points, disabled toilet, and level door handles and taps: such features to be designed generally in accordance with AS 1428.1 and AS 4299-1995 Adaptable Housing. Details demonstrating compliance are to be submitted with the Construction Certificate (*Reason: to ensure equity of access and availability of accommodation in the future for an ageing population*).
- 75. Thirty five (35) of the proposed apartments are to be 'visitable housing units' in accordance with the requirements of AS 4299. These apartments are to be visitable by people who use wheelchairs. There must be at least one wheelchair accessible entry and path of travel to the living area and to a toilet that is either accessible (meeting the floor space requirements described in AS1428.1) or visitable toilet (minimum space of 1250mm in front of the toilet that is either accessible or visitable. Details demonstrating compliance are to be submitted with the Construction Certificate (Reason: to ensure equity of access and availability for disabled persons).
- 76. Prior to the commencement of any works on site the Applicant must submit, for approval by the Principal Certifying Authority (with a copy forwarded to Council) a full dilapidation report on the visible and structural condition of all neighbouring structures at
 - 2 Nulla Nulla Street and 3 Wonga Wonga Street

The report must be completed by a consulting structural/geotechnical engineer. Upon submitting a copy of the dilapidation report to Council (or certification that no report is required), a written acknowledgment from Council development engineers shall be obtained (attesting to this condition being appropriately satisfied) and submitted to the Principal Certifying Authority prior to the commencement of any works on site.

77. The Long Service Levy is to be paid to Council in accordance with the provisions of Section 34 of the Building and Construction Industry Payments Act 1986 prior to the issue of the Construction Certificate.

Note: Required if cost of works exceed \$25,000.00.

- 78. It is a condition of consent that the applicant, builder or developer or person who does the work on this residential building project arrange the Builders Indemnity Insurance and submit the Certificate of Insurance in accordance with the requirements of Part 6 of the *Home Building Act 1989* to the Council or other Principal Certifying Authority for endorsement of the plans accompanying the Construction Certificate. It is the responsibility of the applicant, builder or developer to arrange the Builder's Indemnity Insurance for residential building work over the value of \$12,000 and to satisfy the Council or other Principal Certifying Authority by the presentation of the necessary Certificate of Insurance so as to comply with the applicable requirements of Part 6 of the *Home Building Act 1989*. The requirements for the Builder's Indemnity Insurance does not apply to commercial or industrial building work or for residential work less than \$12,000, nor to work undertaken by persons holding an Owner/Builder's Permit issued by the Department of Fair Trading (unless the owner/builder's property is sold within 7 years of the commencement of the work).
- 79. The Infrastructure Restorations Fee calculated in accordance with the Council's adopted schedule of Fees and Charges is to be paid to the Council prior to any earthworks or construction commencing. The applicant or builder/developer will be held responsible for and liable for the cost any damage caused to any Council property or for the removal of any waste bin, building materials, sediment, silt, or any other article as a consequence of doing or not doing anything to which this consent relates. "Council Property" includes footway, footpath paving, kerbing, guttering, crossings, street furniture, seats, litter bins, trees, shrubs, lawns mounds, bushland, and similar structures or features on road reserves or any adjacent public place. Council will undertake minor restoration work as a consequence of the work at this site in consideration of the "Infrastructure Restorations Fee" lodged with the Council prior to the release of the Construction Certificate. This undertaking by the Council does not absolve the applicant or Builder/developer of responsibility for ensuring that work or activity at this site does not jeopardise the safety or public using adjacent public areas or of making good or maintaining "Council property" (as defined) during the course of this project.
- 80. Prior to commencing any construction or subdivision work, the following provisions of the Environmental Planning & Assessment Act, 1979 (the 'Act') are to be complied with:
 - a. A Construction Certificate is to be obtained in accordance with Section 81A(2)(a) of the Act.
 - b. A Principal Certifying Authority is to be appointed and Council is to be notified of the appointment in accordance with Section 81A(2)(b) of the Act.
 - c. Council is to be notified in writing, at least two (2) days prior to the intention of commencing buildings works, in accordance with Section 81A(2)(c) of the Act.
 - d. Should the development be certified by a Principal Certifying Authority other than Council, a fee for each Part 4A Certificate is to be paid to Council on lodgement of those Certificates with Council.

- 81. Prior to the issue of a Construction Certificate, the compliance certificate obtained under Section 73 of the Water Board (Corporatisation) Act, must be submitted for verification by the Principal Certifying Authority (PCA).
- 82. Prior to issue of the Construction Certificate the applicant shall submit, for approval by the Principal Certifying Authority (PCA), a plan detailing the required trenches for services. The plan shall show distances from proposed and existing trees. All new public utility services or appropriate conduits for the same, including electricity, gas, telephone, water and sewerage shall be provided underground by the developer in accordance with the specifications of the supply authorities.
- 83. A contribution is to be paid for the provision, extension or augmentation of community facilities, recreation facilities, open space and administration that will, or are likely to be, required as a consequence of development in the area.

TOTAL CONTRIBUTION FOR THIS DEVELOPMENT OF 49 ADDITIONAL DWELLINGS IS CURRENTLY \$948,246.20. The amount of the payment shall be in accordance with the Section 94 charges as at the date of payment. The charges may vary at the time of payment in accordance with Council's Section 94 Contributions Plan to reflect changes in land values, construction costs and the consumer price index.

This contribution shall be paid to Council prior to the release of the Construction Certificate and the amount payable shall be in accordance with the Council's adopted Section 94 Contributions Plan for Residential Development, effective from 30 June 2004, calculated for additional person as follows:

1.	Community Facilities	\$1,117.76
	(If Seniors Living \$412.07)	
2.	Park Acquisition and Embellishment Works	
	- Turramurra/Warrawee	\$4,723.00
	- Wahroonga	\$6,574.28
3.	Sportsgrounds Works	\$1,318.32
4.	Aquatic / Leisure Centres	\$27.82
5.	Traffic and Transport	\$150.28
6.	Section 94 Plan Administration	\$100.04

To obtain the total contribution figure the following table of occupancy rates is to be used:

OCCUPANCY RATES FOR DIFFERENT DWELLING SIZES

Small dwelling (under 75 sqm)	1.27 persons
Medium dwelling (75 - under 110 sqm)	1.78 persons
Large dwelling (110 – under 150sqm)	2.56 persons
Very Large dwelling (150sqm or more)	3.48 persons
New Lot	3.48 persons
SEPP (Seniors Living) Dwelling	1.3 persons

- 84. Fire Safety Schedule for the development shall be submitted to the Principal Certifying Authority and approved prior to the issue of a Construction Certificate.
- 85. The applicant shall ensure that no underground services (ie water, sewerage, drainage and gas) shall be laid beneath the canopy of any tree protected under Council's Tree Preservation Order, located on the subject allotment and adjoining allotments.
 - A plan detailing the routes of these services shall be submitted to the Principal Certifying Authority for approval prior to the release of the Construction Certificate.
- 86. Paving works within the specified radius of the trunk/s of the following tree/s shall be of type and construction to ensure that existing water infiltration and gaseous exchange to the tree/s root system is maintained. Details for the paving shall be prepared by a suitably qualified professional and submitted to and approved by the Principal Certifying Authority prior to the release of the Construction Certificate:

Tree/Location	Radius From Trunk
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	15.0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	10.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	12.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	8.0m
#32 Brachychiton acerifolius (Illawarra Flame Tree Adjacent to southern site boundary in neighbouring	•

87. An amended plan of the proposed landscape works consistent with the landscape plan 5064-01 Issue E prepared by Peter glass and Associates dated 03/07/2006, subject to the amendments as specified shall be submitted to, and approved by the Principal Certifying Authority prior to the release of the Construction Certificate. The landscape works shall be carried out and installed in accordance with the approved landscape plan/s.

The following amendments to the plan shall apply:

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Existing levels and grades are to be maintained beneath the canopy drip lines of all trees to be retained on site and adjoining properties. Particular attention is drawn to Tree #'s 8, 11, 14, 15 and 22 where level changes are proposed.

Three tall native endemic tree species, capable of attaining a minimum height of 13.0m are to be planted within the southern side setback. The trees to be planted are to have a minimum spacing of 10.0m apart.

An additional three native endemic tall trees capable of attaining a minimum height of 13.0m are to be planted with a minimum spacing of 10.0m apart adjacent to the eastern site boundary.

Three small tree species able to attain a minimum height of 6.0m are to be planted adjacent to the southern site boundary/south east site corner to maintain and enhance privacy to the adjoining heritage property.

The proposed planting of two Nyssa sylvatica (Tupelo) adjacent to the northern site boundary are to be relocated so that they have a minimum spacing of 8.0m from each other to allow for future growth.

All plantings of Cyathea cooperi (Soft tree fern) are to be deleted and replaced with a non weed species.

The proposed planting of two Angophora costata (Sydney redgum) and one Nyssa sylvatica (Tupelo) adjacent to the south-western site corner are to be relocated so that they do not conflict with the location of the proposed sub station, have a minimum 5.0m setback from the sub station, and have a minimum spacing of 8.0m from each other to allow for future growth.

88. A CASH BOND/BANK GUARANTEE of \$10 000.00 shall be lodged with Council as a Landscape Establishment Bond prior to release of the Construction Certificate to ensure that the landscape works are installed and maintained in accordance with the approved landscape plan/s and other landscape conditions.

Fifty percent (50%) of this bond will be refunded upon verification by Council that the landscape works as approved have been satisfactorily installed. The balance of the bond will be refunded 3 years after the initial satisfactory inspection, where landscape works have been satisfactorily established and maintained.

It is the responsibility of the applicant to notify Council in relation to the refunding of the bond at the end of the 3 year period. Where a change of ownership occurs during this period it is the responsibility of the applicant to make all arrangements regarding transference of the bond and to notify Council of such.

89. A CASH BOND/BANK GUARANTEE of \$20 000.00 shall be lodged with Council prior to the release of the Construction Certificate to ensure that the following trees are maintained in the same condition as found prior to commencement site development work.

The bond will be returned following issue of the Occupation Certificate, provided the trees are undamaged.

In the event that any specified trees are found damaged, dying or dead as a result of any negligence by the applicant or its agent, or as a result of the construction works at any time during the construction period, Council will have the option to demand the whole or part therefore of the bond.

Tree/Location	Bond Value
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	\$4,000.00
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	\$4,000.00
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	\$4,000.00
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	\$3,000.00
#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	\$1,000.00
#41 Eucalyptus pilularis (Blackbutt) Wonga Wonga St nature strip	\$4,000.00

- 90. Prior to issue of the Construction Certificate the Applicant must consolidate the existing Torrens lots which will form the development site. Evidence of lot consolidation, in the form of a plan registered with Land and Property Information, must be submitted for approval of the Principal Certifying Authority prior to issue of the Construction Certificate. This condition is imposed to ensure continuous structures will not be placed across separate titles.
- 91. Prior to issue of the Construction Certificate, driveway and associated footpath levels for any fully new, reconstructed or extended sections of driveway crossings between the property boundary and road alignment must be obtained from Ku-ring-gai Council. Such levels are only able to be issued by Council under the *Roads Act 1993*. All footpath crossings, laybacks and driveways are to be constructed according to Council's specifications "Construction of Gutter Crossings and Footpath Crossings" or as specified by Council. Specifications are issued with alignment levels after completing the necessary application form at Customer Services and payment of the assessment fee. When completing the request for driveway levels application from Council, the applicant must attach a copy of the relevant Development Application drawing which indicates the position and proposed level of the proposed driveway at the boundary alignment. Failure to submit this information may delay processing.

Approval of this Development Application is for works wholly within the property. DA consent does not imply approval of footpath or driveway levels, materials or location within the road reserve regardless of whether this information is shown on the Development application plans. The grading of such footpaths or driveways outside the property shall comply with Council's standard requirements. The suitability of the grade of such paths or driveways *inside* the property is the sole responsibility of the applicant and the required alignment levels fixed by Council may impact upon these levels. The construction of footpaths and driveways outside the property, in materials other than those approved by Council, is not permitted and Council may require immediate removal of unauthorised installations.

- 92. Prior to issue of the Construction Certificate the Applicant must submit, for approval by the Principal Certifying Authority, certified parking layout plan(s) to scale showing all aspects of the vehicle access and accommodation arrangements clearly dimensioned. A qualified civil/traffic engineer must review the proposed vehicle access and accommodation layout and provide written certification on the plans that:
 - a) All parking space dimensions, driveway and aisle widths, driveway grades, transitions, circulation ramps, blind aisle situations and other trafficked areas comply in full with Australian Standard 2890.1 2004 "Off-street car parking".
 - b) Mirrors and signage are shown as recommended in the report by Masson Wilson Twiney dated 25 January 2006,
 - c) A clear height clearance of 2.5 metres (required under DCP40 for waste collection trucks) is provided over the designated garbage collection truck manoeuvring areas within the basement.
 - d) No doors or gates are provided in the access driveways to the basement car park which would prevent unrestricted access for internal garbage collection at any time from the basement garbage storage and collection area.

The vehicle access and accommodation arrangements are to be constructed in accordance with the certified plans.

- 93. Prior to issue of the Construction Certificate and prior to commencement of any works that may be subject to erosion, the applicant must submit, for approval by the Principal Certifying Authority, a Soil and Erosion Control Plan prepared in accordance with the Landcom document "Managing Urban Stormwater Soils and Construction, Volume 1" (2004). A qualified and experienced civil/environmental engineer shall prepare this plan in accordance with the above guidelines and section 8.2.1 of Councils Water Management Development Control Plan 47.
- 94. Prior to issue of the Construction Certificate the applicant must submit, for approval by the Principal Certifying Authority, scale construction plans and specifications in relation to the stormwater management and disposal system for the development. The plan(s) must include the following detail:
 - Exact location and reduced level of discharge point to the public drainage system.

- Full layout of the property drainage system components, including but not limited to (as required) gutters, downpipes, spreaders, pits, swales, kerbs, cut-off and intercepting drainage structures, subsoil drainage, flushing facilities and all ancillary stormwater plumbing all designed for a 235mm/hour rainfall intensity for a duration of five (5) minutes (1:50 year storm recurrence).
- Location(s), dimensions and specifications for the required rainwater storage and reuse tanks and systems. Where proprietary products are to be used, manufacturer specifications or equivalent shall be provided.
- Specifications for reticulated pumping facilities (including pump type and manufacturer specifications) and ancillary plumbing to fully utilise rainwater in accordance with the Ku-ring-gai Council Development Control Plan 47 and/or BASIX commitments.
- Details of the required **on-site detention** tanks required under Ku-ring-gai Council Water Management DCP 47 including dimensions, materials, locations, orifice and discharge control pit details as required (refer chapter 6 and appendices 2, 3 and 5 of DCP 47 for volume, PSD and design requirements).
- The required basement stormwater pump-out system to cater for driveway runoff and subsoil drainage (refer appendix 7.1.1 of Development Control Plan 47 for design).

The above construction drawings and specifications are to be prepared by a qualified and experienced civil/hydraulic engineer in accordance with Councils Water Management Development Control Plan 47, Australian Standards 3500.2 and 3500.3 - *Plumbing and Drainage Code* and the BCA. The plans may be generally based on the services drawings by Meinhardt submitted for Development Application approval, which are to be advanced as necessary for construction issue purposes.

- 95. Prior to issue of the Construction Certificate the Applicant must contact Energy Australia regarding power supply for the subject development. A written response detailing the full requirements of Energy Australia (including any need for underground cabling, substations or similar within or in the vicinity the development) shall be submitted to the Principal Certifying Authority for approval prior to issue of the Construction Certificate. Any structures or other requirements of Energy Australia shall be reflected on the plans issued with the Construction Certificate, to the satisfaction of the Principal Certifying Authority and Energy Australia. The requirements of Energy Australia must be met in full prior to issue of the Occupation Certificate.
- 96. Prior to issue of the Construction Certificate the applicant must make contact with all relevant utility providers whose services will be impacted upon by the approved development. A written copy of the requirements of each provider, as determined necessary by the Principal Certifying Authority, must be obtained. All utility services or appropriate conduits for the same, including electricity, gas, telephone, water and sewerage must be provided by the developer in accordance with the specifications of those supply authorities.
- 97. The Applicant must carry out the following infrastructure works in the Public Road:
 - a. construct a footpath for the Wonga Wonga Street frontage of the site.

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Development Consent under the EP&A Act does NOT give approval to these works on Council property. **THE APPLICANT MUST OBTAIN A SEPARATE APPROVAL UNDER SECTION 138 AND 139 OF** *THE ROADS ACT 1993* for the works in the Public Road, required by this condition. The Construction Certificate must not be issued, and these works must not proceed, until Council has issued a formal written consent under the *Roads Act 1993*.

To obtain consent under the *Roads Act 1993* for the infrastructure works on Council property, full engineering drawings (plans, sections and elevations) and specifications for the infrastructure works are to be prepared by a suitably qualified and experienced consulting civil engineer. These must be submitted and approved by Council prior to issue of the Construction Certificate. Construction of the works must proceed in accordance with any conditions attached to the Council *Roads Act 1993* approval.

All works are to be designed in accordance with Council's "Specification for Road and Drainage Works". In addition, the drawings must detail existing services and trees affected by the works, erosion control requirements and traffic management requirements during the course of works. Traffic management is to be certified on the drawings as being in accordance with the documents SAA HB81.1 – 1996 – Field Guide for Traffic Control at Works on Roads – Part 1 and RTA Traffic Control at Work Sites (1998).

- NOTE 1: A minimum of three (3) weeks will be required for assessment of Roads Act submissions. Early submission is highly recommended to avoid delays in obtaining a Construction Certificate.
- NOTE 2: An engineering assessment fee (set out in Council's adopted fees and charges) is payable and Council will withhold any consent and approved plans until full payment of the correct fees.
- NOTE 3: Plans and specifications must be marked to the attention of Council's Development Engineers. In addition, a copy of this condition must be provided, together with a covering letter stating the full address of the property and the accompanying DA number.
- 98. A report is to be submitted to and approved by Council's Heritage Advisor prior to commencement of the work and prior to issue of a Construction Certificate.

The report is to be prepared by a heritage consultant included in the NSW Heritage Office list of recognised consultants or other suitably qualified persons who have knowledge and experience in preparing archival recording documents.

The report is to be a bound A4 report and must include copies of drawings submitted with the application including site surveys and specialist reports such as heritage assessments, dilapidation report, and builders or engineers reports. Three copies of the report must be submitted, one copy with negatives. Any archival documents such as family records, old photographs should also be included.

All photographs to be to be mounted, labelled and cross-referenced to the relevant site plan and floor plans and showing position of camera. A photographic recording sheet must be included. Photographs of the following:

- Each elevation
- Selected interiors
- All structures on site such as sheds, outhouses and landscape features
- Several photographs of house from public streets or laneways including several views showing relationship to neighbouring buildings.

Minimum requirements:

- Title page
- Statement of reasons the recording was made
- Location Plan showing relationship of site to nearby area
- Site plan to scale (1:200 1:500) showing all structures and site elements
- Floor Plan (1:100) showing position of camera
- Black & White archival quality photographs, contact prints and selected prints (one copy with negatives other copies with contact sheets and selected prints)

Digital images and CDs may be submitted as supplementary information.

CONDITIONS TO BE COMPLIED WITH PRIOR TO WORK COMMENCING

- 99. Prior to the commencement of any work, the Principal Certifying Authority shall be notified in writing of the name and contractor licence number of the owner/ builder who intends to carry out the approved works.
- 100. The following are required details and must be submitted to the Principal Certifying Authority *prior to the works relating to the detail being carried out*. Any matter listed below must have a Certificate attached from a suitably qualified person to the effect that the design or matter complies with the relevant design Standard or Code which the Certificate must identify.
 - a. A Registered Surveyor's set out report.
- 100A.To maintain access in Wonga Wonga Street, the applicant is to install "No Parking' signs along one side of the street which would be effective for the approved hours of construction. The signs are to be considered by the Ku-ring-gai Traffic Committee and approved by Council (subject to resident concurrence), and installed prior to the commencement of any work on the site. The applicant shall pay for the consideration of the matter by the Ku-ring-gai Traffic Committee, as well as for the installation, maintenance, and removal of the signs following completion of the work and the occupation certificate being issued. If construction activities overlap with another medium density development nearby, the maintenance and subsequent removal of the signs would be carried over to the other developer.
- 101. To preserve the following tree/s, no work shall commence until the area beneath the canopy of the following tree/s is fenced off at the specified radius from the trunk/s to prevent any

activities, storage or the disposal of materials within the fenced area. The fence/s shall be maintained intact until the completion of all demolition/building work on site.

Tree/Location	Radius in Metres
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	8 .0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	7.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	8.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	4.0m
#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	4.0m
#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Adjacent to eastern site boundary	5.0m
#25 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to eastern site boundary	5.0m
#27 Acer palmatum (Japanese Maple) Adjacent to eastern site boundary	5.0m
#31 <i>Corymbia citriodora</i> (Lemon scented gum) Adjacent to eastern site boundary in neighbouring propert	6.0m y
#32 Brachychiton acerifolius (Illawarra Flame Tree) Adjacent to southern site boundary in neighbouring prope	5.0m erty
#41 Eucalyptus pilularis (Blackbutt) Wonga Wonga St nature strip	4.0m to northwest 10.0m elsewhere

- 102. The tree protection fence shall be constructed of galvanised pipe at 2.4 metre spacings and connected by securely attached chain mesh fencing to a minimum height of 1.8 metres prior to work commencing.
- 103. Prior to works commencing tree protection signage is to be attached to each tree Protection Zone and displayed in a prominent position and the sign repeated at 10m intervals or closer

where the fence changes direction. Each sign shall advise in a clearly legible form, the following minimum information:

- 1. Tree Protection Zone
- 2. This fence has been installed to prevent damage to the trees and their growing environment both above and below ground, and access is restricted.
- 3. If encroachment or incursion into this Tree Protection Zone is deemed to be essential the consulting Arborist should be informed prior to the undertaking of such works.
- 4. Name, address, and telephone number of the developer/principal certifying authority.
- 104. Prior to works commencing the area of the Tree Protection Zone is to be mulched to a depth of 100mm with composted organic material being 75% Eucalyptus leaf litter and 25% wood. The depth of mulch and type as indicated, to be maintained for the duration of the project & Principal Certifying Authority.
- 105. To preserve the following tree/s, no work shall commence until temporary measures to avoid soil compaction (eg rumble boards) beneath the canopy of the following tree/s is/are installed:

Tree/Location

#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary

#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#41 Eucalyptus pilularis (Blackbutt) Wonga Wonga St nature strip

- 106. Upon completion of the installation of the required tree protection measures you are required to arrange for an inspection of the site by the Principal Certifying Authority to verify that tree protection measures comply with all relevant conditions. Following the carrying out of a satisfactory inspection and subject to the payment of all relevant monies and compliance with any other conditions of approval, work may commence
- 107. Prior to the commencement of any works on site and prior to issue of the Construction Certificate, qualified practitioners must undertake a closed circuit television (CCTV) inspection and then report on the existing condition of Council drainage pipeline traversing the subject property. The report must be provided to Council, attention Development Engineer, prior to issue of the Construction Certificate. The report is to include a copy of the video footage of the pipeline.

- 108. Prior to the commencement of **any excavation works** on site the Applicant must submit, for approval by the Principal Certifying Authority (with a copy forwarded to Council) a full dilapidation report on the visible and structural condition of structures at 2 Nulla Nulla Street and 3 Wonga Wonga Street (including the tennis court). The report must be completed by a consulting structural/geotechnical engineer. Upon submitting a copy of the dilapidation report to Council (or certification that no report is required), a written acknowledgment from Council development engineers shall be obtained (attesting to this condition being appropriately satisfied) and submitted to the Principal Certifying Authority prior to the commencement of any works on site.
- 109. Prior to the commencement of **any** works on site the applicant must submit, for review by Council Engineers, a *Construction and Traffic Management Plan*. The following matters must be specifically addressed in the Plan:

1. A plan view of the entire site and frontage roadways indicating:

- Dedicated construction site entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways,
- Turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site,
- The locations of proposed Work Zones in the frontage roadways,
- Location of any proposed crane standing areas
- A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries
- Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected.
- The provision of an on-site parking area for employees, tradesperson and construction vehicles as far as possible

2. Traffic Control Plan(s) for the site

- All traffic control devices installed in the road reserve must be in accordance with the RTA publication "Traffic Control Worksite Manual" and be designed by a person licensed to do so (minimum RTA 'red card' qualification). The main stages of the development requiring specific construction management measures are to be identified and specific traffic control measures identified for each.
- Pedestrian access along the site frontage during footpath closure is to be provided by water-filled barriers.
- Approval is to obtained from Ku-ring-gai Council for any temporary road closures or crane use from public property.
- 3. A detailed description and route map of the proposed route for vehicles involved in spoil removal, material delivery and machine floatage must be provided. During the course of the works, the route is to be signposted. Routes for construction vehicles travelling north are to be indicated.

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- Light traffic roads and those subject to a load or height limit must be avoided at all times.
- A copy of this route is to be made available to all contractors, and shall be clearly depicted at a location within the site.

In addition, the plan must address:

- Evidence of RTA concurrence where construction access is provided directly or within 20m of an Arterial Rd.
- A schedule of site inductions to be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations. These must specify that construction-related vehicles to comply with the approved requirements.
- Minimising construction related traffic movements during school peak periods.
- The provision of an on-site parking area for employees, tradesperson and construction vehicles as far as possible and if not possible, an estimate of the number of on- street parking spaces necessary and an alternative legal on-street location for employee parking.

The Construction and Traffic Management Plan shall be prepared by a suitably qualified and experienced traffic consultant and be certified by this person as being in accordance with the requirements of the abovementioned documents and the requirements of this condition. The construction management measures contained in the approved plan shall be implemented in accordance with the plan prior to the commencement of, and during, works on-site including excavation. As the plan has a direct impact on the local road network, the plan shall be submitted to and reviewed by Council, attention Development Engineer. A written acknowledgment from Council engineers shall be obtained (attesting to this condition being appropriately satisfied) and submitted to the Principal Certifying Authority prior to the commencement of any works on site. A fee is payable for the assessment of the plan by Ku-ring-gai Council.

110. If a Works Zone is proposed, the Applicant must make a written application to the Ku-ring-gai Local Traffic Committee to install the 'Work Zone'. The application must be made at least 15 days prior to the commencement of any works on site approved under this consent. Works Zones are provided specifically for the set down and pick up of materials and not for the parking of private vehicles associated with the site. Works Zones will generally not be approved where there is sufficient space on-site for the setting down and picking up of goods being taken to or from a construction site. If the Works Zone is approved by the Committee, the Applicant must obtain a written copy of the related resolution from the Kuring-gai Local Traffic Committee and submit a copy of this to the Principal Certifying Authority for approval prior to commencement of any works on the site. Where approval of the 'Work Zone' is resolved by the Committee, the necessary 'Work Zone' signage shall be installed (at the cost of the Applicant) and the adopted fee paid prior to commencement of any works on the site. Further, at the expiration of the Works Zone approval, the Applicant is required to remove the Works Zone signs and reinstate any previous signs, all at the Applicant's cost.

- 111. Prior to the commencement of any works on site the applicant shall submit to Ku-ring-gai Council a full dilapidation report on the visible and structural condition (**including a photographic record**) of the following public infrastructure:
 - a) Full road pavement width, including kerb and gutter, of Turramurra Avenue and Wonga Wonga Street over the site frontage, including the full intersection.
 - b) All driveway crossings and laybacks opposite the subject site.

The report must be completed by a consulting structural/civil engineer. Particular attention must be paid to accurately recording (both via photo and in written format) *existing* damaged areas on the aforementioned infrastructure so that Council is fully informed when assessing any damage to public infrastructure caused as a result of the development.

- 112. If the use of temporary rock anchors extending into the road reserve is proposed, then approval must be obtained from Council in accordance with Section 138 of the Roads Act 1993. The Applicant is to submit details of all the work that is to be considered, and the works are not to commence until approval has been granted. The designs are to include details of the following:
 - How the temporary rock anchors will be left in a way that they will not harm or interfere with any future excavation in the public road
 - That the locations of the rock anchors are registered with Dial Before You Dig
 - That approval of all utility authorities likely to use the public road has been obtained. All temporary rock anchors are located outside the allocations for the various utilities as adopted by the Streets Opening Conference.
 - That any remaining de-stressed rock anchors are sufficiently isolated from the structure that they cannot damage the structure if pulled during future excavations or work in the public road.
 - That signs will be placed and maintained on the building stating that de-stressed rock anchors remain in the public road and include a contact number for the building manager. The signs are to be at least 600mm x 450mm with lettering on the signs is to be no less than 75mm high. The signs are to be at not more than 60m spacing. At least one sign must be visible from all locations on the footpath outside the property. The wording on the signs is to be submitted to Council's Director Technical Services for approval before any signs are installed.

Permanent rock anchors are not to be used where any part of the anchor extends outside the development site into public areas or road reserves.

All works in the public road are to be carried out in accordance with the Conditions of Construction issued with any approval of works granted under Section 138 of the Roads Act 1993.

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CONDITIONS TO BE COMPLIED WITH PRIOR TO OCCUPATION

- 113. Prior to the release of any occupation certificate, a compliance certificate must be obtained from an accredited certifier, certifying that the building works for the building to be occupied comply with the plans and specifications approved by this development consent; and any construction certificate associated with this consent for the buildings to be occupied. If the PCA is not the Council, then this compliance certificate must be submitted to the Council at the same time as the occupation certificate is submitted to the Council in accordance with Clause 151(2) of the EP & A Act regulations.
- 114. To ensure compliance with the consent, a final report from a Registered Surveyor shall be submitted to Council confirming floor/ ceiling levels and boundary setbacks prior to occupation.
- 115. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate, the Section 73 Sydney Water compliance certificate must be obtained and submitted to the Principal Certifying Authority (PCA).
- 116. The trees to be retained shall be inspected, monitored and treated when necessary by a qualified Arborist before, during and after completion of development works to ensure their long term survival. Inspections by and documentation from the Arborist to the Principal Certifying Authority is required as specified. Documentary evidence of compliance with this condition shall be submitted to the Principal Certifying Authority prior to issue of the Occupation Certificate.
- 117. The landscape works, shall be installed in accordance with the approved plan/s and/or conditions of consent, be completed prior to release of Occupation Certificate and be maintained in a healthy and vigorous condition at all times.
- 118. The Principal Certifying Authority shall ensure that the landscape works, have been installed correctly, consistent the approved landscape plan(s), specification and the conditions of consent prior to release of the Occupation Certificate.
- 119. Prior to issue of the Occupation Certificate, the Principal Certifying Authority (where not Council) must provide Ku-ring-gai Council with a signed declaration that the following works in the road reserve have been completed in full:
 - New concrete driveway crossing in accordance with levels and specifications issued by Council.
 - Removal of **all** redundant driveway crossings and kerb laybacks (or sections thereof) and reinstatement of these areas to footpath, turfed verge and upright kerb and gutter. (Reinstatement works to match surrounding adjacent infrastructure with respect to integration of levels and materials).
 - Full repair and resealing of any road surface damaged during construction.
 - Full replacement of damaged sections of grass verge with a non-friable turf of native variety to match existing.

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All works must be completed in accordance with the *General Specification for the Construction of Road and Drainage Works in Ku-ring-gai Council*, dated November 2004. The Occupation Certificate must not be issued until all damaged public infrastructure caused as a result of construction works on the subject site (including damage caused by, but not limited to, delivery vehicles, waste collection, contractors, sub contractors, concrete vehicles) is fully repaired to the satisfaction of Council. Repair works shall be at no cost to Council.

- 120. Prior to issue of the Occupation Certificate the applicant must create a Positive Covenant and Restriction on the Use of Land under Section 88 E of the Conveyancing Act 1919, burdening the owner with the requirement to maintain the on-site stormwater detention facilities on the lot. The terms of the instruments are to be generally in accordance with the Council's "draft terms of Section 88B instrument for protection of on-site detention facilities" (refer to appendices of Ku-ring-gai Council Water Management DCP 47) and to the satisfaction of Council. For existing Titles, the Positive Covenant and the Restriction on the use of Land is to be created through an application to the Land Titles Office in the form of a request using forms 13PC and 13RPA. The relative location of the On-Site Detention facility, in relation to the building footprint, must be shown on a scale sketch, attached as an annexure to the request forms. Registered title documents showing the covenants and restrictions must be submitted and approved by the Principal Certifying Authority prior to issue of an Occupation Certificate.
- 121. Prior to issue of the Occupation Certificate the applicant must create a Positive Covenant and Restriction on the Use of Land under Section 88E of the Conveyancing Act 1919, burdening the property with the requirement to maintain the site stormwater retention and re-use facilities on the property. The terms of the instruments are to be generally in accordance with the Council's "draft terms of Section 88B instruments for protection of retention and re-use facilities" (refer to appendices of Ku-ring-gai Council Water Management DCP 47) and to the satisfaction of Council. For existing Titles, the Positive Covenant and the Restriction on the use of Land is to be created through an application to the Land Titles Office in the form of a request using forms 13PC and 13RPA. The relative location of the reuse and retention facility, in relation to the building footprint, must be shown on a scale sketch, attached as an annexure to the request forms. Registered title documents showing the covenants and restrictions must be submitted and approved by the Principal Certifying Authority prior to issue of an Occupation Certificate.
- 122. Prior to issue of the Occupation Certificate the following must be provided to Council (attention Development Engineer):
 - a) A copy of the approved Construction Certificate stormwater detention/retention design for the site, and
 - b) A copy of any works-as-executed drawings required under this consent
 - c) The Engineer's certification of the as-built system.

This condition is required so Council may maintain its database of as-constructed on-site stormwater detention systems, and applies particularly where the appointed Principal Certifying Authority (PCA) is not Ku-ring-gai Council.

- 123. Prior to issue of an Occupation Certificate the Section 73 Sydney Water compliance certificate must be obtained and submitted to the Principal Certifying Authority.
- 124. Prior to issue of an Occupation Certificate the applicant must submit certification from a suitably qualified and experienced traffic/civil engineer to the Principal Certifying Authority. This certification must be based on a site inspection of the constructed vehicle access and accommodation areas, with dimensions measurements as necessary, and must make specific reference to the following:
 - a) That the as-constructed car park complies with the approved Construction Certificate plans,
 - b) That the completed vehicle access and accommodation arrangements comply in full with Australian Standard 2890.1 2004 "Off-Street car parking" in terms of minimum parking space dimensions provided,
 - c) That finished driveway gradients and transitions will not result in the scraping of the underside of cars.
 - d) That no doors, gates, grilles or other structures have been provided in the access driveways to the basement car park, which would prevent unrestricted access for internal garbage collection from the basement garbage storage and collection area.
 - e) That mirrors and signage have been provided in accordance with the recommendations of the Masson Wilson Twiney report dated 25 January 2006.
 - f) That the vehicular headroom requirements of:
 - Australian Standard 2890.1 "Off-street car parking", and
 - 2.44m height clearance for waste collection trucks (refer DCP 40) are met from the public street into and within the applicable areas of the basement car park.
- 125. Prior to issue of the Occupation Certificate a qualified and experienced consulting civil/hydraulic engineer must undertake a site inspection of the completed stormwater drainage and management system. The engineer is to provide written certification based on the site inspection to the Principal Certifying Authority, prior to issue of the Occupation Certificate, which makes specific reference to all of the following:
 - a) That the stormwater drainage works have been satisfactorily completed in accordance with the approved Construction Certificate drainage plans.
 - b) That the minimum retention and on-site detention storage volume requirements of BASIX and Ku-ring-gai Council Water Management DCP 47 respectively, have been achieved in full.
 - c) That retained water is connected and available for uses including the BASIX commitments (toilet flushing, irrigation and car washing).
 - d) That basement and subsoil areas are able to drain via a pump/sump system installed in accordance with AS3500.3 and appendix 7.1.1 of Ku-ring-gai Council Water Management DCP 47.
 - e) That all grates potentially accessible by children are secured.
 - f) That components of the new drainage system have been installed by a licensed plumbing contractor in accordance with the Plumbing and Drainage code AS3500.3 2003 and the BCA, and

g) All enclosed floor areas, including habitable and garage floor levels, are safeguarded from outside stormwater runoff ingress by suitable differences in finished levels, gradings and provision of stormwater collection devices.

The following certification sheets **must be accurately completed and attached** to the certification:

- Rainwater retention certification sheet contained at appendix 13 of Water Management DCP 47
- On-site detention certification sheet contained at appendix 4 of Water Management DCP 47.
- 126. Prior to issue of the Occupation Certificate a registered surveyor must provide a Works-as-Executed (WAE) survey of the completed stormwater drainage and management systems. The WAE plan(s) must be submitted to the Principal Certifying Authority for approval prior to issue of the Occupation Certificate. The WAE survey must indicate:
 - As built (reduced) surface and invert levels for all drainage pits.
 - Gradients of drainage lines, materials and dimensions.
 - As built (reduced) level(s) at the approved point of discharge to the public drainage system.
 - As built location and internal dimensions of all detention and retention structures on the property (in plan view) and horizontal distances to nearest adjacent boundaries and structures on site.
 - The achieved storage volumes of the installed retention and detention storages and derivative calculations.
 - As built locations of all access pits and grates in the detention and retention system(s), including dimensions.
 - The size of the orifice or control fitted to any on-site detention system.
 - Dimensions of the discharge control pit and access grates.
 - The maximum depth of storage possible over the outlet control.
 - Top water levels of storage areas and indicative RL's through the overland flow path in the event of blockage of the on-site detention system.

The WAE plan(s) must show the as-built details above in comparison to those shown on the drainage plans approved with the Construction Certificate prior to commencement orf works. All relevant levels and details indicated must be marked **in red** on a copy of the Principal Certifying Authority stamped construction certificate stormwater plans.

- 127. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate (and at the completion of works), the applicant shall submit for approval by the Principal Certifying Authority (PCA) certification from a suitably qualified and experienced civil engineer, that:
 - a. Footings, and any required permanent excavation or drainage easement support, have been constructed in accordance with the conditions of this Consent relating to footings and excavation adjacent to drainage easements and/or drainage pipes, and

b. Footings allow for complete future excavation over the full width of the easement to a depth of the invert of the pipe, without the need to support or underpin the subject structure.

A copy of the certificate must also be provided to Council, attention Development Engineer, prior to issue of any Final Certificate.

- 128. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate (and at the completion of works), the applicant shall to the Principal Certifying Authority (PCA) certification from a registered surveyor that no structures are located over the existing drainage pipeline and/or easement traversing the subject property. A copy of the certification must also be provided to Council, attention Development Engineer, prior to issue of any Final Certificate.
- 129. Prior to issue of the Occupation Certificate a maintenance regime shall be prepared for the basement stormwater pump-out system and submitted to Principal Certifying Authority. The regime shall specify that the system is to be regularly inspected and checked by qualified practitioners.
- 130. Prior to issue of the Occupation Certificate a suitably qualified and consulting geotechnical engineer is to provide certification to the Principal Certifying Authority that excavation and construction of the basement level, including temporary and permanent shoring and retention measures, have been carried out:
 - a) According the relevant Australian Standards and guidelines, and
 - b) According to any approved Geotechnical report undertaken for the development, and
 - c) In a manner that ensures that the structural amenity of adjoining structures and property is fully maintained.
- 131. Prior to issue of the Occupation Certificate, a complete record of geotechnical inspections, testing and monitoring with certifications as specified in the Report on Geotechnical Investigation by Jeffery and Katauskas Consulting Engineers and the professional geotechnical input over the course of the works, must be compiled in report format and submitted to the Principal Certifying Authority for approval.
- 132. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate, an easement for waste collection must be provided. This is to permit legal access for Council, and Council's contractors, and their vehicles over the subject property for the purpose of collecting waste from the property. The terms of the easement are to indemnify Council and Council's contractors against damages to private land or property whilst in the course of carrying out waste collection services. The terms of the easement are to be generally in accordance with Council's draft terms for an easement for waste collection.
- 133. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate (and at the completion of works), a closed circuit television (CCTV) inspection and report on the Council drainage pipeline traversing the subject property is to be undertaken by appropriate contractors and provided to Council, attention Development Engineer. The

report is to include a copy of the footage of the inside of the pipeline. Any damage that has occurred to the section of the pipeline since the commencement of construction on the site must be repaired in full to the satisfaction of Council's Development Engineer at no cost to Council.

- 134. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate (and at the completion of the works) the Applicant shall submit to the Principal Certifying Authority (PCA) a follow up dilapidation report on the visible and structural condition of the existing structures originally assessed at:
 - a) 2 Nulla Nulla Street and 3 Wonga Wonga Street
 - b) Turramurra Avenue and Wonga Wonga Street including the intersection and driveway opposite the site.

The Report must be completed by a practicing consulting structural engineer and be submitted for Council records prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate.

Shaun Garland M Prendergast M Miocic Executive Assessment Officer Manager Development Director

Assessment Services Development & Regulation

Attachments: Report to Council 18 July 2006 - 640959

Location Sketch - 637453 Zoning Sketch - 637454

Site plan and analysis - 637457

Basement plans - 637458 Elevations - 637459 Shadows - 637462

Building footprint - 637465 Deep soil landscape - 637466

Cut and fill - 637468 Existing shadows - 637469

Proposed - 637471

Site elevations and colourbond - 637472 Environmental Management Plan - 637473

Confidentials - Landscape plan showing floor plans

DEVELOPMENT APPLICATION

SUMMARY SHEET

REPORT TITLE: 15 TO 19 TURRAMURRA AVENUE AND 1 TO 1A WONGA

WONGA STREET, TURRAMURRA - DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF 49 RESIDENTIAL UNITS WITHIN TWO BUILDINGS

WARD: Wahroonga

DEVELOPMENT APPLICATION N^o: 0068/06

SUBJECT LAND: 15 TO 19 TURRAMURRA AVENUE AND 1 TO 1A WONGA

WONGA STREET, TURRAMURRA

APPLICANT: Carrington Turramurra Pty Ltd c/- Urbis JHD

OWNER: Mr & Mrs Lowke, Mr Lun & Ms Lew, Mr & Ms Field, Ms Spaull,

Mr & Ms Hercus

DESIGNER: Sandberg Schoffell Architects

PRESENT USE: Residential

ZONING: 2 (D3) Residential

HERITAGE: Adjacent to Heritage item

PERMISSIBLE UNDER: Ku-ring-gai Planning Scheme Ordinance

COUNCIL'S POLICIES APPLICABLE: KPSO – 194, DCP 31 – Access, DCP 40 – Waste Management,

DCP 43 – Car parking, DCP 47 – Water Management

COMPLIANCE WITH CODES/POLICIES: No

GOVERNMENT POLICIES APPLICABLE: SEPP 1, SEPP 55, SEPP 65, Draft Application of Development

Standards 2004, SREP 20

COMPLIANCE WITH GOVERNMENT

POLICIES:

Yes

DATE LODGED: 30 January 2006

L & E APPEAL Yes

40 DAY PERIOD EXPIRED: Yes

PROPOSAL: Demolition of Existing Dwellings & Construction of 49 Residential

Units within Two Buildings

RECOMMENDATION: Approval

Ordinary Meeting of Council - 18 July 2006

15 TO 19 TURRAMURRA AVENUE AND 1 TO
1A WONGA WONGA STREET, TURRAMURRA
DA0068/06
7 July 2006

Item 3

DEVELOPMENT APPLICATION NO 0068/06

PREMISES: 15 to 19 Turramurra Avenue & 1 to 1A Wonga

Wonga Street, Turramurra

PROPOSAL: Demolition of existing dwellings and

construction of 49 residential units within two

buildings

APPLICANT: Carrington Turramurra Pty Ltd C/- Urbis JHD OWNER: Mr & Mrs Lowke, Mr Lun & Ms Lew, Mr &

Ms Field, Ms Spaull, Mr & Ms Hercus

DESIGNER Sandberg Schoffell Architects

PURPOSE FOR REPORT

To determine development application 68/06, which seeks consent for demolition of the existing buildings and the construction of two residential flat buildings comprising 5 lot consolidation, basement car parking for 109 cars, 49 residential units.

EXECUTIVE SUMMARY

Issues: • Residential amenity

Relationship to interface sites

Heritage

Submissions: 11 objections received

Pre DA: Yes

Land & Environmental Court Appeal: Yes – Appeal No. 10378 of 2006

Recommendation: Approval

HISTORY

Site history:

The development site has been used for low density residential purposes. There is no history that is relevant to the subject application.

Development application history:

DA68/06

30 January 2006 10 February 2006 Development application lodged. Further information request for:

- Clear deep soil plan
- Landscape Plan to indicate proposed external level and proposed top of wall levels.

6 April 2006 The applicant was informed of Council's concerns relating to the

application.

20 April 2006 Applicant's response to Council's concerns.

12 May 2006 Applicant informed that Council was not in support of the application as

their response did not suitably address Council's concerns raised in earlier

correspondence.

17 May 2006 Class 1 appeal lodged against deemed refusal of the application.

5 June 2006 Council officers advise applicant that they would consider amendments,

subject to appeal being discontinued. Call-over postponed to 27 July 2006

pending the Council meeting.

22 June 2006 Applicant submitted amended plans addressing Council's concerns.

THE SITE & SURROUNDING DEVELOPMENT

The site:

Zoning: 2 (D3) Residential Visual Character Study Category: Pre 1920/1945 Lot Number: 1&2, 1,8,B

DP Number: 510523 & 587965, 21174, 401777

Area: 5.915m²

Side of Street: Eastern (Turramurra Ave) South (Wonga Wonga St)

Cross Fall: 4.51m to the north
Stormwater Drainage: Wonga Wonga Avenue

Heritage Affected: Yes

Required Setback: 13-15 metres

Integrated Development:

Bush Fire Prone Land:

Endangered Species:

Urban Bushland:

Contaminated Land:

No

No

The site is located on the southern corner of the 'T' intersection of Turramurra Avenue and Wonga Wonga Street, Turramurra. The site comprises 5 separate parcels of land and is generally rectangular in shape, measuring 5,915sqm. The site has a frontage of 98.6m to Turramurra Avenue and 58.2m to Wonga Wonga Street. The site contains a number of significant trees that are predominantly located along the Turramurra Avenue and Wonga Wonga Street frontages, providing a distinctive landscape character for the site.

Surrounding development:

Development to the north comprises large detached dwellings, predominantly 2 storey's in height on land zoned 2(c2) residential. Development to the south comprises single and two storey dwellings. Adjacent to the site, is 2 Nulla Nulla Street, which is listed as a heritage item of local significance. Further to the south, there is mixture of single and two storey dwellings on land zoned 2(d3) and 2(c2). Turramurra Uniting Church is located on the western side of Turramurra Avenue, south of Nulla Nulla Street. Turramurra retail and commercial precinct, Pacific Highway and the northern railway line are further to the south of the site.

THE PROPOSAL

The proposal is for the demolition of the existing houses and the construction of a residential flat development containing two buildings, as follows:

- Demolition of the existing buildings and structures on the site.
- Construction of a residential flat development containing 49 dwellings within 2 buildings.
 - Block A will comprise 26 x 3 bedroom units and 1 x 2 bedroom units
 - Block B will comprise 17 x 3 bedroom units and 5 x 2 bedroom units.
- A total of 109 car parking spaces will be provided within 3 basement levels, comprising;
 - 96 resident spaces (including 5 spaces for people with a disability).
 - 13 visitor spaces (including 1 space for people with a disability).
- Vehicular access is provided to the car park via a central driveway from Turramurra Avenue.
- Communal bicycle parking is provided within the basement car park.

Some concerns were raised by Council Officers and objectors in relation to the proposal. The applicant has amended the design to address Council's concerns after the deemed refusal appeal was lodged with the Land and Environment Court.

The following assessment is based on the amended plans, which include a 1 metre increase to the front setback for Block A from the Wonga Wonga Street frontage and material/colour changes to the eastern and southern facades of Block B.

CONSULTATION - COMMUNITY

In accordance with Council's Notification DCP, the adjoining owners were given notice of the application. The recently amended plans were not required to be re-notified as per Council's notification DCP, as the changes do not result in any greater impacts upon surrounding properties and will result in an improved outcome to that originally proposed. Submissions from the following were received:

- Mr C & Mrs L Turton: 2 Nulla Nulla Street, Turramurra
- Mr J & Mrs R Wee: 3 Wonga Wonga Street, Turramurra
- Mr B & Mrs A Symonds: 6 Nulla Nulla Street, Turramurra.
- Albert & Halina Leung: 2 Wonga Wonga Street, Turramurra.
- Philip & Christine Johnstone: 2A Wonga Wonga Street, Turramurra.
- John & Jenny Jabour: 4 Wonga Wonga Street, Turramurra.
- Michael & Diana Woods: 7 Wonga Wonga Street, Turramurra.
- Kenneth & Alison Davey: 15 Wonga Wonga Street, Turramurra.
- Ernst & Susan Friedlaender: 30 Turramurra Avenue, Turramurra.
- CE Lynch & J A Lynch: 16 Turramurra Avenue, Turramurra.
- Coleen Lew: 23 Turramurra Avenue, Turramurra.

The submissions raised the following issues:

Privacy impacts:

Privacy impacts have been raised by the owners of 3 Wonga Wonga Street, 2 and 6 Nulla Nulla Street, Turramurra which directly adjoin the development site to the east, south and south-east. No. 3 Wonga Wonga and 2 Nulla Nulla are separated by distances of 6-9 metres and 9 metres, respectively, from the subject site.

The development has reasonable setbacks and appropriate landscaping along the boundaries. In addition, balconies have also been designed using varying widths, planter boxes and lengths to minimise impacts. On the southern façade of Block B, smaller sized windows have been used to minimise impacts. Bedroom windows dominate this elevation, meaning occupants are likely to incorporate their own privacy measures such as blinds. Bedrooms are also less frequently used. Also, non-habitable rooms are located along this elevation. Impacts will be minimal due to the 9m boundary setback. However, to further reduce impacts, a condition is recommended (**Condition No.71**) replacing the glass balustrades along the southern and eastern facades of both Block A and B with opaque glazing to restrict outlook and further protect the amenity of the adjoining properties. For these reasons the development is not likely to result in a significant privacy impact.

The residents of 2A Wonga Wonga Street raised the issue of overlooking of their driveway. This situation already exists. In terms of the privacy issue raised by 23 Turramurra Avenue, the development site is located to the south of this site across Wonga Wonga Street and there would be sufficient separation to ensure acceptable levels of amenity in accordance with DCP 55.

Inadequate setbacks

The setbacks of the development generally achieve the requirements of LEP 194 and DCP 55. Where there are minor variances to these controls, it has been demonstrated that compliance with the objectives of the controls can still be achieved.

Impacts on trees during construction

Conditions of consent are recommended to ensure protection of existing trees to be retained during construction and to ensure landscaping supplementary works are carried out in accordance the landscape plan (Conditions Nos 36, 38, 39, 40, 41, 42, 43, 44, 45,46, 101).

The applicant also intends to plant super-advanced plants to minimise the impacts of the development. This will enhance the visual amenity and reduce the appearance of bulk of the development to the street.

Roadway safety/ traffic management

The proposal will not result in any significant detrimental impacts on traffic flow in the surrounding street network. A Construction Traffic Management Plan for the site will be required by condition. This plan will minimise disruption and construction impacts during the construction process. The

suggestion by residents of providing parking restrictions or changing the traffic flow along Wonga Wonga Street has been considered by Council's engineers who concluded that such is not required.

No weekend work

Council's standard condition for operating hours allows work on Saturdays from 8.00am to 12 noon (**Condition No 7**). This condition allows work until 5.30pm, provided it does not involve the use of any noise generating processes or equipment. No work is permitted on Sunday or public holidays.

Whether the plant room exceeds the 5 storey limit

The plant area/ lift over run is not a storey as defined under State Environmental Planning Policy No.6 – Number of Storeys within a Building. The plant room is not a consideration in assessing the number of storeys within a development.

Scale of the development not being consistent with the area

LEP 194 and DCP 55 determine the future desired character for land zoned. The scale of the development is satisfactory in this regard as the proposal achieves the key indicators, being the height, maximum number of storeys, site coverage, top floor area, boundary setbacks and deep soil landscaping provisions. These considerations determine the appropriate scale of the development. Given its substantial compliance and minimal amenity impacts, the development is acceptable in this regard.

Water pressure, electricity and gas supply

The applicant will be required to consult with the relevant authority in this regard (**Condition No.96**). Supplies from these services already exist to the area. The applicant will be required to comply with any relevant requirement imposed by these authorities. This is also to include the under-grounding of overhead power supplies.

Does council employ inspectors to regulate large scale development?

The PCA is responsible for inspections and monitoring of the development site. Council staff assist in the regulation of the construction process in addition to the responsibility of the Principal Certifying Authority for the development.

Performance bond to be paid by the applicant for the completion of the development works

This is not a matter which can be considered by Council under the provisions of the EPA Act, 1979.

Overshadowing

The proposal is compliant with the sunlight access provisions contained within Council's planning polices. Refer to discussion under DCP 55

Security/ health & safety

All works carried out for the site must be conducted according to relevant legislation and workcover requirements, including the safe removal of asbestos. Safety during construction in terms of vehicles will be address via the Construction Traffic Management Plan.

Consideration has been given to the security of the adjoining development in terms of Crime Prevention Through Environmental Design Principles (CPTED). The proposal is reasonable in this regard and will offer a degree of passive surveillance which discourages criminal behaviour. Council is not in a position to require the applicant to replace the existing a side boundary fence at their expense. This is an issue for the private property owners.

Damage/ impacts during construction

Conditions of consent are recommended to minimise impacts of the development during the construction process (**Conditions Nos 23,76**). Typical conditions will include compliance with noise regulations, suppression of dust during construction and dilapidation reports for the adjoining development. This is also supported by conditions restricting the hours of work and appropriate traffic management. It is also not reasonable under the EPA Act, 1979 to require that 'on completion, the washing and re-painting of houses within a 70 metres radius of the site'. A condition is recommended in this regard (**Condition No. 23**) to minimise dust impact to the surrounding properties during construction.

Landscaping

Landscaping of the site will ensure adequate amenity to the surrounding properties as well as ensuring that the development integrates into the streetscape.

Impacts on heritage item

The impacts to the heritage item are acceptable for the reasons given within this report. Residents stated that there were a number of inconsistencies between Council's heritage planning controls and that of the applicant's submission. These points have been noted and considered under the assessment of the application. The proposal does not adversely impact upon the adjoining heritage item.

Detriment to property values

This is not relevant consideration under the EPA Act 1979.

Variations to planning controls

The impact(s) of the non-compliances have been assessed under the body of this report. Those variations are reasonable in this instance.

Council must be the principal certifying authority

The EP & A Act allows the applicant to choose either a private PCA or Ku-ring-gai Council.

Drainage impacts

The proposal has been assessed by Council's Development Engineer and the development is reasonable in this regard.

Various suggestions of design changes

The suggestions made have been considered under the assessment of the application. The proposal has been amended and conditioned to ensure minimal impacts to the adjoining development, including to the adjoining heritage item.

Future development of the area

'Should Ku-ring-gai Council accept this proposal.... then Council should approve the area bounded by Turramurra Avenue/ Wonga Wonga Street/ Ku-ring-gai Avenue/ Pacific Highway for similar such development." This issue is not relevant to this application, but could be considered for any future amendments to the KPSO.

Streetscape

The impacts of the development in terms of streetscape area acceptable for the reasons given within the report.

Building width

The proposed building widths are acceptable in this instance for the reasons given within the main body of this report.

CONSULTATION - WITHIN COUNCIL

Consultation within Council was not considered necessary.

Urban Design

Council's Urban Design Consultant, Mr Russell Olsson, made the following comments in relation to the originally submitted proposal and as amended:

Original proposal:

"Principle 1: Context

SEPP 65: Good design responds and contributes to its context.......Responding to context involves identifying the desirable elements of a location's current character, or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies.

Comment:

The proposed site is located two blocks north of Turramurra Shopping Centre, Turramurra Railway Station and the Pacific Highway. The site consists of five parcels of land known as 15, 17 and 19 Turramurra Ave and 1 and 1A Wonga Wonga St all of which are zoned 2(d3). The site is approximately 54.8m wide and 95.4m deep.

The built form context is comprised of -

- on the proposed site, five large single and two storey detached residential dwellings fronting both Turramurra Ave and Wonga Wonga St.
- to the south of the proposed site a Schedule 7 heritage item which has frontages to Turramurra Ave and Nulla Nulla St.
- to the north and east large detached residential dwellings predominately of two storey construction zoned 2(c2).
- to the west predominately single storey detached residential dwellings with predominate zoning of 2(d3).

The site and the surrounding area is characterised by established vegetation and 'bushland' setting consisting of mostly native trees. The site contains a number of significant trees that will be retained to maintain the established landscape character of the immediate area.

The Residential 2 (d3) zoning of this site and adjoining sites establishes the future scale of development on these sites as being 5 storeys maximum. The relationship to the future planned context is acceptable.

Principle 2: Scale

SEPP 65: Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings. Establishing an appropriate scale requires a considered response to the scale of existing development.

In precincts undergoing transition proposed bulk and height needs to achieve the scale identified for the desired future character of the area.

Comment:

The scale of the proposed building is acceptable, as it complies with the height controls in LEP 194, and building length controls in DCP 55.

Principle 3: Built form

SEPP 65: Good design achieves an appropriate built form for a site and the buildings purpose, in terms of building alignments, proportions, building type and the manipulation of building elements......

Comment:

- 1. The DCP 55 states that "where a site has a depth of more than 45 metres and a width of more than 35 metres, a front setback zone of 13 to 15 metres from the boundary shall apply" the proposed development has a setback of only 13 metres. It is therefore recommended that due to the size of the site and development an average setback of 14 metres should apply to the boundary on Wonga Wonga Ave.
- 2. The proposed development consists of two buildings that are 18 metres apart; the minimum requirement is 12 metres. It is therefore recommended that to compensate for the increase in the setback in item 1 the separation between the buildings be reduced.
- 3. The setbacks for the eastern boundary are acceptable ie 6 metres for the first two floors and 9 metres for the third and fourth due to change of zoning from 2(d3) to 2(c2).

Principle 4: Density

SEPP 65: Good design has a density appropriate to its site and its context in terms of floor space yields (or numbers of units or residents)......

The site coverage is approximately 34%, in compliance with LEP 194. The 5th level occupies approximately 50% of the floor area of the lower floors. There 43 X 3 bedrooms and 6 X 2 bedroom units. The density is acceptable.

Principle 5: Resource, energy and water efficiency

SEPP 65: Sustainability is integral to the design process. Aspects include..... layouts and built form, passive solar design principles,...... soil zones for vegetation and reuse of water.

All the of living rooms/balconies in the apartments will receive greater than 2 hours sunlight between 9am and 3pm in mid-winter. There are no, south facing apartments. 28% of all the kitchens are located on external walls, which above that recommended in the Residential Flat Design Code of 25%. More than 71% of apartments are naturally ventilated which is above that recommended in the Residential Flat Design Code of 60%. The development has a deep soil landscaping area of 51% and water retention system.

Principle 6: Landscape

SEPP 65: Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.

The landscape design is acceptable.

Principle 7: Amenity

SEPP 65: Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts, and service areas, outlook and ease of access for all age groups and degrees of mobility.

The proposed development has a high percentage of apartments receiving sunlight and cross ventilation. There are no visual or acoustic issues and the apartments are, overall, efficiently designed.

Principle 8: Safety and security

SEPP 65: Good design optimises safety and security, both internal to the development and for the public domain. This is achieved by maximising activity on the streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.

There are no perceived safety and security issues.

Principle 9: Social dimensions

SEPP 65: Good design responds to the social context and needs of the local community in terms of lifestyles, affordability and access to social facilities. New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood, or, in the case of precincts undergoing transition, provide for the desired future community.

The mix of apartments is acceptable.

Principle 10: Aesthetics

SEPP 65: Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.

The facades of the development are too blocky and square this is further emphasised by the 'square' grouping of windows. As a result there is no emphasis on the vertical or the horizontal, which results in a visually lifeless facade. More emphasis in the vertical dimension of many elements is needed. Please refer to attached sketch indicating possible façade proportions.

The change in the colour of the render from dark to light at the second storey is too high and cuts the building in half neither emphasising the base nor the top. It is desirable that the base of apartments be a distinct element, it is therefore recommended that brick is used to emphasis the base and that this should come up to

the bottom of the first floor windows, the rest of the façade should then be rendered in a very light colour to enhance this distinction.

A change of materials to a lightweight material for the fifth storey is also recommended this will lighten this element. The roof also needs to be a stronger element, the overhangs on all sides should be longer and the pitch greater, this will also help hide the services on the roof.

2.0 Conclusion and recommendations

It is recommended that:

- the setback along Wonga Wonga St boundary be increased to an average of 14 metres
- the separation between the buildings be reduced from 18 metres
- there should more emphasis on vertical elements in the façade
- the use of distinct materials be used emphasis the base of the buildings
- a lightweight material be used to lighten fifth storey
- the roof should be a stronger element with longer overhangs and greater pitch

The proposal is otherwise acceptable in terms of SEPP 65 design principles, and should be approved when these changes are made.

These issues were discussed with the applicant, who submitted amended plans in response.

Further comment on amended plans:

"I have reviewed the revised elevations for 15-19 Turramurra Ave & 1-1A Wonga Wonga Ave and I am satisfied that they have addressed the Aesthetic issues that I raised in my earlier review. The main building has also been set back 1m further from the street, which I agree with. In terms of SEPP 65 the current proposal should be approved."

The applicant reasonably addressed the concerns raised by Council's Urban Design consultant. The suggested revision to extend the upper roof form with a greater pitch and overhang were not incorporated into the amendments. It was felt that this would add excessive bulk and scale to the built form.

Heritage

Council's Heritage Officer, Mr Paul Dignam, made the following comments:

"Comments

DCP 55 requires the first and second floors to be set back 10m from the heritage building and 15m for the third, fourth and fifth stories. 'Block B' of the application achieves a setback from the heritage building of about 13.5 for the first two floors which exceeds Council's guideline. The setback on the third and fourth levels is 13.5m and is less that the required

setback of 15m. The setback for the 5th floor is 15.5 metres and exceeds Council's guidelines.

The southern elevation of Block B, which faces the heritage item, mainly contains bedrooms, however the middle section of the building contains living areas which are setback an additional 5.5 metres from the facade and provide a total setback of 19 metres from the heritage building this exceeds the guidelines in DCP 55. The southern facade, directly adjoining the heritage item is relatively flat with the central part set back. The applicant's heritage report concludes that:

"The proposal is consistent with the desired future character of the area and demonstrates compliance with the existing controls regarding heritage conservation."

The applicant was advised that there is some non-compliance in the setbacks adjacent to the heritage item. There was also some concerns with landscape and urban design issues. Those issues have largely been resolved, with later amendments and conditions. However, the applicant did not amend the minor non-compliance with the side setback on the third and fourth floor levels.

The amount of non-compliance in setback from the neighboring heritage item is relatively small, comprising about a third of the southern elevation of proposed "Block B" (plan measurement) and only relates to two floors within the building. Given that the two lower floors and the top floor all exceed the required setbacks and that amendments to the design and landscaping of the scheme has resulted in a satisfactory outcome, it is my opinion that given the heritage objectives and guidelines in DCP 55 the overall application and its impacts on the heritage item at 2 Nulla Nulla Street is acceptable.

Conclusions

Demolition of the existing houses on the site is acceptable, provided archival recording of each building is undertaken before works commence on the site.

On balance, the amendments to the application have assisted in providing a more acceptable outcome in terms of fit within the exiting streetscape and with the nearby heritage item.

In relation to the heritage setback requirements in DCP 55, 'Block B' does not fully comply with the required setback for about a third of the southern elevation on levels three and four. Given that the two lower floors and the top floor all exceed the required setbacks and that amendments to the design and landscaping of the scheme has resulted in a satisfactory outcome, it is my opinion that the overall heritage objectives and guidelines in DCP 55 have been met and the minor non-compliance in setback is acceptable. The overall impact on the heritage item at 2 Nulla Nulla Street is considered satisfactory."

Landscaping

Council's Landscape Assessment Officer, Mr Geoff Bird, made the following comments:

The site

It is proposed to demolish the existing dwellings and construct two five storey residential flat buildings on the amalgamated corner site area within of 5 915sqm, with basement car parking and vehicular access from Turramurra Ave. The site is characterised by an established landscape setting with mature trees and shrubs within formal garden beds and grassed expanses, typical of the broader Turramurra landscape character. The site is dominated by a stand of mature, possibly remnant, Eucalyptus pilularis (Blackbutt) located adjacent to the north-western site corner and the western site boundary, which is outwardly in good health and condition.

Impacts to trees/tree removal/tree replenishment

The proposed development will result in the removal of numerous trees on site, primarily those located within or adjacent to the proposed building footprint and ancillary works. The most significant trees, being the Eucalypts, are being retained with adequate setbacks to ensure their ongoing health and vigour. The basement car park has been set back further than the building line to preserve the tree root systems, while the building has been placed on piers to reduce root severance and tree impacts.

A total of four (4) additional tall 'canopy' trees will be planted on site to replenish tree removal. These, in addition to the existing trees, exceed council's minimum tree replenishment requirements for the site. However, it will be conditioned for proposed trees to be spread out over the site and additional trees to be planted within side and rear setbacks to filter views to and from adjoining properties.

No objection is raised regarding the nominated tree removal.

BASIX

The application complies with landscape commitments made within the BASIX certificate.

Deep soil

By the applicant's calculations, the proposed development will have a deep soil landscape area of 2964sqm or 50.1 % of the site area. Landscape Services is in agreement with the areas included within the deep soil calculable area.

Landscape plan

Overall, no objection is raised to the proposed landscape plan. Any changes required can be conditioned.

It is noted that the southern and eastern site boundaries are proposed to be private courtyard spaces with no communal open space. This is not particularly desired as it potentially compromises the on-going integrity of the landscape as it is more likely that future individual

residents will impose their own landscape style within these areas, potentially removing new tree plantings and screen planting.

Drainage plan

Landscape Services raises no objections to the location of storm water pipes and tanks as submitted."

To address the concern relating to the courtyards, **Condition 47** has been recommended to increase the side boundary setback and to provide the area along the boundaries as communal open and deep soil planting space. This is compliant with the DCP 55 objectives and will assist in maintaining the integrity of the landscape.

Engineering

Council's Engineering Team Leader, Ms Kathy Hawken, made the following comments:

"Water management

The proposal for this site is $49m^3$ of retention, for re-use in toilet flushing, irrigation and car washing, as well as $111m^3$ of on site detention. The detention system has been shown to drain freely into the street drainage system.

A Council stormwater pipe crosses the north-eastern corner of the site. The basement excavation is some 2-3 metres clear of the easement. Conditions are recommended to protect the pipe, including CCTV inspection before and after the works, with the developer to repair any damage.

The proposed building will be further from the easement than the existing structures, so overland flow will not be impeded by the new works.

Traffic generation

The development is expected to generate about 20 vehicle trips per peak hour. This is not expected to have a significant effect on traffic flows in the surrounding streets.

Vehicular access and parking

Under LEP 194, the development requires 92 resident and 13 visitor parking spaces. The basement car parks contain a total of 110 spaces and therefore the development complies.

The dimensions of the carpark comply with AS2890.1:2004.

The report contains recommendations for mirrors and signage to improve sight distances on ramps and circulation aisles. These recommendations have been incorporated into the conditions.

Waste collection

The garbage room is located at the entry to the basement carpark and according to the swept paths in Appendix B of the Masson Wilson Twiney report, there is sufficient space for the small waste collection vehicle to turn in front of the roller shutter and leave the site in a forward direction. The driveway grades are also suitable for the small waste collection vehicle.

Construction management

A detailed Construction and Traffic management plan will be required prior to commencement of works. The hours of operation in the plan submitted are somewhat long (7am to 6pm Monday to Saturday). The conditions of consent will override these. Access from both Turramurra Avenue and Wonga Wonga Street is proposed. This may assist with forward entry and exit from the site. Traffic control plans will be required for the different stages of the work.

The plan states that on site parking will not be available. Therefore the site-specific Construction and Traffic Management Plan to be submitted prior to commencement of works is to include an estimate of the number of on-street parking spaces necessary and to nominate an alternative legal on-street location for employee parking.

Geotechnical investigation

Five boreholes were drilled by auger methods to depths of 7.5 to 9 metres. Variable depths of silty clay were encountered, over shale below about RL158. The shale was distinctly weathered and of low strength for the full depth of investigation.

Excavation of about 7 metres will be required, which is expected to be readily achievable with conventional earthmoving equipment. The report contains recommendations for vibration monitoring in the event that the use of rock hammers is necessary.

Rock or soil anchors may be required for temporary excavation support. The anchors may extend into the road reserve. The recommended conditions include the procedure for obtaining approval from Council for the anchors.

Dilapidation reporting is not mentioned in the geotechnical report, but reference to the aerial photograph indicates that reporting of structures at 2 Nulla Nulla Street and 3 Wonga Wonga Street would be prudent.

Groundwater was encountered at relatively shallow depths, within the excavation depth. Initially high seepage flows are expected into the excavation but these should decrease with time. Drawdown is not expected to affect neighbouring properties."

The above assessment and recommendations are consistent with Council's policy and are supported subject to the following conditions (Conditions Nos 6, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 90, 91, 92, 93, 94, 95, 96, 97, 107, 108, 109, 110, 111, 112, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134.)

Building Surveyor

Council's Building Unit Team Leader, Mr Stephen Murray, made the following comments:

"The proposed development consists of 5 storey buildings containing 49 self contained units. The basement car park levels are proposed. The development application plans indicate that the proposed design of the building will satisfy the requirements of the Building Code of Australia.

No objection is raised to the proposed development in regards to compliance with the Building Code of Australia."

STATUTORY PROVISIONS

State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development.

Council's Urban Design Consultant has reviewed the application against the 10 design quality principles of SEPP 65 (refer internal referrals). In summary, the development satisfies SEPP 65 in the following ways:

- The development respects the context, scale, built form, density and landscaping given the compliance with site coverage, maximum height and number of storeys and deep soil landscaping.
- The proposed landscaping responds to the existing and future character of the area as well as
 resulting in aesthetic quality and amenity for the occupants, adjoining property owners and the
 public domain.
- The development meets efficient use of natural resource energy and is compliant with BASIX.
- The development will have no amenity impact on surrounding properties.
- The application against the 'CPTED' principles there are no significant safety and security concerns. The development in relation to social dimension is acceptable, given the development's close proximity to public transport and Turramurra Shopping centre, particularly within the 2(d3) zone where the housing mix is changing to higher density living.
- The proposal appropriately responds to the streetscape within the changing environment.

Residential Flat Design Code

The building envelope, in terms of setbacks, is considered satisfactory having regard to the desired future character of locality. This is discussed in more detail below under the provisions of *SEPP 65*, *KPSO* and *DCP 55*.

Site analysis:

An appropriate site analysis was submitted indicating building edges, landscape response, access and parking and building performance and relationship to adjoining development.

In terms of site configuration, the proposal is considered to provide acceptable locations for deep soil landscape area in compliance with Council's guidelines. The siting and orientation of the development allow adequate solar access for the habitable areas and private open spaces for the development and adjoining properties.

The merits of the application with respect to stormwater management, access and privacy are assessed within the report below.

Building design:

As detailed in this report, the development provides suitable residential amenity in terms of space, room size, outdoor space for future occupants in compliance with SEPP 65 and DCP 55.

All other relevant matters relating to building design are detailed elsewhere in this report.

State Environmental Planning Policy No.55 - Remediation of Land

SEPP 55 requires Council to consider the development history of a site and its potential for containing contaminated material.

The subject site has historically been used for residential purposes and is unlikely to be affected by contamination.

Sydney Regional Environmental Plan No. 20 – Hawkesbury Nepean River.

SREP 20 applies to land within the catchment of the Hawkesbury Nepean River. The general aim of the Plan is to ensure that development and future and land uses within the catchment are considered in a regional context. The Plan includes strategies for the assessment of development in relation to water quality and quantity, scenic quality, aquaculture, recreation and tourism.

Subject to conditions the development is will not generate significant additional storm-water and is consistent with the provisions of SREP 20.

Ku-ring-gai Planning Scheme Ordinance (KPSO)

	COMPLIANCE TABLE	
Development standard	Proposed	Complies
Site area (min): 1200m ²	5915m ²	Yes
Deep landscaping (min):		
50%	50.1%	Yes
Street frontage (min): 30m		
Frontage:		
 Turramura Avenue 	95.46m	Yes
 Wonga Wonga Avenue 	54.86m	Yes
Number of storeys (max): 5	5	Yes
Site coverage (max):		
35% or 2070.25m ²	35%	Yes
7		

	COMPLIANCE TABLE	
Development standard	Proposed	Complies
Top floor area (max):		
60% of level below	<60%	Yes
Ceiling height (max): 4 and		
13.4m		
Block A:		
Max ceiling height:13.4m	12.74m	Yes
Block B:		
Max ceiling height: 13.4m	13.4m	Yes
Car parking spaces (min):		
13 (visitors)	13	Yes
92 (residents)	96	Yes
• 105 (total)	109	Yes
Zone interface setback (min):		
9m		
	Blade wall 8.25m	No (SEPP 1)
Block A: Third and Fourth	Balconies/ Terrace 8.4m	
Storey		
Block B:	9m	Yes
Manageable Housing (min):		
10%	10%	Yes
Lift access: required if greater		
than three storeys	Provided	Yes

State Environmental Planning Policy No.1 – Development Standards / Draft SEPP – Application of Development Standards 2004.

The proposal involves a variation to cl.25L (Zone Interface setback) for the 9 metres third and fourth storey boundary setback requirement for Block A, as noted in the KPSO compliance table. A SEPP 1 Objection has been lodged for this variation. The following is an extract from the SEPP 1 Objection to this standard:

"Objective

.... to provide a transition in the scale of buildings between certain zones.

Response:

The proposal satisfies the objective of the zone interface provision of the PSO because the development has been designed to provide an appropriate transition between the site, which is located within the Residential 2(d3) zone, and the land adjoining the site along the eastern boundary, which is located within the Residential 2(c2) zone.

The appropriateness of the transition between the zone is demonstrated as follows:

Exceptional Design Quality

The proposed development is considered to be of a high design quality that responds to the site characteristics and the likely and future character of the residential area. In particular, it is considered that the design responds to the orientation of the site and the extensive vegetation which currently exists on the site and has given careful regard to the features of the adjoining development, including the features of both the dwellings and the outdoor living areas.

Sandberg Schoffel has prepared a design statement that accompanies the SEPP 1 report as Attachment 1. The following extracts are considered to be of particular relevance with regard to the design quality of the development, having particular regard to the impact of the proposed balconies:

Both the sections of balconies which encroach on the setback are portions of larger balconies which extend beyond the wall plane from a recessed terrace and wall plane behind. In doing this the balconies provide a much higher level of articulation to the façade of the building than would be evident if the balconies were to comply with the setback of 9m....

I believe that the design provides exceptional design quality which would not be achieved with full compliance with the PSO setback control. The intent of the PSO control is met as the visual bulk of the building is setback beyond the required 9m.

Overall, it is considered that the proposed balconies will have a positive impact with regards to the articulation of the building. If the non compliant area were removed, the development would still comply with the minimum outdoor living area prescribed by the DCP, however, there would be less articulation of the building which could emphasise the difference in the scale of the development and the development in the adjoining residential areas and not meet the objective of the control.

Stepped Building Height

Block A is 'stepped' in height on the eastern elevation of the building to provide a transition in height at the zone interface in accordance with the objective of Clause 25L of the PSO.

It is considered that the proposed balconies will not have a significant impact on this transition as:

- The Level 2 terraces are located on the roof of the level below and it is considered that the balustrade and privacy screen will not have a major impact on the perceived height of the building, when viewed from the public domain and the adjoining residential properties.
- The Level 3 balconies are relatively small and do not occupy a significant portion of the eastern elevation. Further, it is considered that the proposed non compliance is relatively minor and is unlikely to have a significant visual impact.

Overall, it is considered that the proposal meets the objective of clause 25L as the building is appropriately reduced in scale at the zone interface.

Extensive Landscaping

Extensive landscaping is provided within the setback area to provide an appropriate screen between the balconies and the adjoining residential properties and safeguard the privacy of the adjoining residences.

In particular, a series of super advanced trees are proposed along the eastern boundary of the site adjacent to Block A, which will obscure potential views from the upper storey balconies to the outdoor living areas of the adjoining residential dwellings.

The proposed landscaping will also provide a buffer between the development and the adjoining residential zone and minimizes the potential visual impact of the proposed buildings from the adjoining residential dwellings.

Solar Access

The balconies on Levels 2 and 3 (third and fourth storeys) of Block A, which result in the non compliance with PSO, have minimal impact on sunlight access and the overshadowing of the interior living rooms and exterior open space areas of the adjoining residential properties.

The balconies on Level 2 are located on the roof of the level below and are generally uncovered, with the exception of the Level 3 balconies above, limiting their potential impact on solar access and overshadowing. The balustrade on these balconies comprise clear glazing on the upper portion, further limiting their potential impact on solar access and overshadowing of the adjoining properties.

The balconies on Level 3 occupy only a minor portion of the eastern elevation of the building and are predominantly recessed within the building. Accordingly, it is considered that these balconies will not have a significant impact on solar access and overshadowing of the adjoining residential properties.

It is also noted that the proposed balconies have a positive impact with regard to solar access for the outdoor living areas, as demonstrated in the following extract from the design statement prepared by Sandberg Schoffel:

The subject balconies provide the outdoor amenity area of the apartments and it is important that they should have significant solar access; this is achieved by extending then beyond the face of the wall above thereby allowing greater solar access onto the terraces than would be achieved were they set into the face of the building.

On this basis, it is considered that the proposed balconies have a net positive impact, having regard to solar access and overshadowing....

The proposal satisfies the objective of the zone interface control standard contained in Kuring-gai PSO to provide a transition in the scale of buildings between certain zones. Accordingly, the minor variation to the setback control is justified.

The building height is appropriately stepped to reduce the scale at the zone boundary interface and it is considered that the balconies at the third and fourth storey do not have a significant impact. The construction of the balconies in Apartments A17, A18, A23 and A24 provides a better environmental outcome by providing a much higher level of articulation to the façade of the building than would be evident if the balconies were to comply with the development standard. Overshadowing is negligible and opportunities for overlooking will be minimized through the use of landscaping in the setback. The area where the proposal exceeds the setback requirement is minor and represents an insignificant portion to the overall scale of the development.

In this respect, strict compliance with the standard is unnecessary and unreasonable in this circumstance. In this regard, it is warranted that the minimum setback to the zone boundary interface be varied under both the provisions of SEPP 1 and the draft SEPP (Application of Development Standards) 2004."

Zone Interface (cl.25L)

Part of Block A breaches the minimum 9 metre zone interface boundary setback to the eastern boundary. An objection under SEPP 1 seeking variation to the development standard was lodged. The following is an assessment of the adequacy of the SEPP 1 using criteria established in this instrument and by the Land and Environment Court.

1. Whether the planning control in question is a development standard.

Clause 25L(3) is a development standard.

2. The underlying objective or purpose behind the standard

The objective of this clause is to provide a transition in the scale of buildings between certain zones.

3. Is compliance with the development standard consistent with the aims of the Policy and does compliance tend to hinder the attainment of the objects specified in section 5(a)(i) and (ii) of the EP & A Act 1979.

The proposal will not hinder the attainment of the object of section 5(a)(i) and (ii) of the environmental Planning and Assessment Act 1979.

4. Is compliance with the development standard unreasonable or unnecessary in the circumstance.

Compliance is unreasonable and unnecessary in the circumstance for the reasons given under the SEPP 1 assessment.

5. Is the objection well founded?

Despite the variation, the development will meet the underlying objectives of this control to provide a reasonable transition of built form between the higher and lower density planning zones. The main component of the building envelope is compliant with the setback requirement, there are no

significant amenity or streetscape impacts and the design provides a reasonable transition between the zones. This is supported by the satisfactory landscaping along the common boundary, reasonable articulation of the building provided by the balconies and the minimal overshadowing impacts. Consequently, the variation is supported in this instance.

Heritage/ Conservation areas (cl.61D-61I)

The development will not result in any adverse impact on the adjoining heritage item.

The development satisfies the objectives for residential zones as prescribed in clause 25D.

POLICY PROVISIONS

Development Control Plan No.55 - Railway/Pacific Highway Corridor & St Ives Centre

	COMPLIANCE TABLE	
Development control	Proposed	Complies
Part 3 Local context:		
Development adjacent to a		
heritage item:		
10m setback	13.5m	Yes
(1 st & 2 nd storeys)		
15m setback	13.5m	No
(3 rd & 4 th storeys)		
 No closer than heritage 	Not closer	Yes
item from front boundary		
Part 4.1 Landscape design:		
Deep soil landscaping		
(min)		
• 150m² per 1000m² of site		
area = 887.25m ²	Approximately 2922.01m ²	Yes
No. of tall trees required		
(min): 20 trees	>20 (subject to conditions)	Yes
Part 4.2 Density:		T
Building footprint (max):		
35% of total site area	35%	Yes
Floor space ratio (max):	4.007.4	
• 1.3:1	1.307:1	No
Part 4.3 Setbacks:		T
Street boundary setback		
(min):		
• 13-15 metres		
- Turramurra Ave	40.4	
Block A (side)	12.4m	No
Block B (front)	13m	Yes
- Block A - Wonga	4.4	V
Wonga Ave (front)	14m	Yes
-		

	COMPLIANCE TABLE	
Development control	Proposed	Complies
Rear boundary setback	Тторозец	Compiles
(min):		
• 6m	6m+	Yes
Side boundary setback	Citi'	100
(min):		
• 6m	6m+	Yes
• OIII	Unit	163
Setback of ground floor		
courtyards to street		
boundary (min):		
• 11m		
Turramurra Ave		No
- Block A	8.3m	
- Block B	8.3m	
Wonga Wonga Ave		No
- Block A	9.0m	
% of total area of front		
setback occupied by		
private courtyards (max):		
• 15%		
- Turramurra Ave	24.99%	No
- Wonga Wonga Ave	27.08%	
Part 4.4 Built form and articu	lation:	
Façade articulation:		
 Wall plane depth 	>600mm	Yes
>600mm		
 Wall plane area <81m² 		
Building A		
 Wonga Wonga Ave 	<81m ²	Yes
- Turramurra Ave	<81m ²	Yes
Building B	2	
- Turramurra Ave	>112.7m ²	No
Built form:		
 Building width < 36m 		
Building A		
 Wonga Wonga Ave 	41.1m	No
- Turrumurra Ave	30.0m	Yes
Duildin o D		
Building B	30 Fm	Voc
- Turramurra Ave	30.5m	Yes
 Balcony projection < 1.2m 	<1.2m	Yes
Part 4.5 Residential amenity		
Solar access:		
	ļ	1

	COMPLIANCE TABLE	
Development control	Proposed	Complies
 >70% of units receive 3+ hours direct sunlight in winter solstice 	>70%	Yes
 >50% of the principle common open space of the development receives 3+ hours direct sunlight in the winter solstice 	>50%	Yes
 <15% of the total units are single aspect with a western orientation 	<15%	Yes
Visual privacy: Storeys 1 to 4		
• 12m b/w habitable rooms	>12m	Yes
9m b/w habitable and non-	>9m	Yes
habitable rooms		
6m b/w non-habitable	>6m	Yes
rooms		
5th Storey		
18m b/w habitable rooms	>18m	Yes
13m b/w habitable and	>13m	Yes
non-habitable rooms		
 9m b/w non-habitable 	>9m	Yes
rooms		
 Internal amenity: Habitable rooms have a minimum floor to ceiling height of 2.7m 	>2.7m	Yes
 height of 2.7m Non-habitable rooms have a minimum floor to ceiling height of 2.4m 	>2.4m	Yes
 1-2 bedroom units have a minimum plan dimension of 3m in all bedroom 	>3m	Yes
3+ bedroom units have a minimum plan dimension of 3m in at least two bedrooms	>3m	Yes

	COMPLIANCE TABLE	
Development control	COMPLIANCE TABLE	Complies
Development control Single corridors:	Proposed	Complies
- serve a maximum of 8	< 8 units	Yes
units	TO GIIILO	. 00
- >1.5m wide		
Block A	>1.5m	Yes
 Ground Level 		
	4.5	v
Block B	>1.5m	Yes
- Ground Level		
>1.8m wide at lift		
lobbies		
1000100		
Block A		No
 Ground Level 	1.65m	
- Level 1	1.65m	
- Level 2	1.65m	
- Level 3	1.65m	
- Level 4	1.65m	
Block B		
- Ground Level	>1.8m	Yes
2.2		
Outdoor living:		
 ground floor apartments 	2	
have a terrace or private	>25m ²	Yes
courtyard greater than		
25m ² in area		
 Balcony sizes: - 12m² – 2 bedroom unit 	>12m ²	Yes
- 15m ² – 3 bedroom unit	> 15m ²	Yes
NB. At least one space	7 19111	
>10m ²		
 primary outdoor space 	>2.4m	Yes
has a minimum dimension		
of 2.4m		
Part 4.7 Social dimensions:		
Visitable units (min):	25 or 74 40/	Vee
• 70% Managoable Units 10%	35 or 71.4% 10%	Yes Yes
Manageable Units 10% Housing mix:	10 /0	169
Mix of sizes and types	Mix of 2 & 3 bedroom units	Yes
		. 35
Part 4.8 Resource, energy an	d water efficiency:	
Energy efficiency:>65% of units are to have	> 65%	Yes
natural cross ventilation	> 03 /0	162
riaturai Gross VeritiiatiOH		

COMPLIANCE TABLE		
Development control	Proposed	Complies
25% of kitchens are to have an external wall for natural ventilation and light	>25%	Yes
Part 5 Parking and vehicular	access:	
Car parking spaces (min):		
 13 (visitors) 	13	Yes
92 (residents)	96	Yes
• 105 (total)	109	Yes

Part 3 Local context:

The third and fourth storeys falls short of the 15m setback requirement from the heritage item, by 1.5m. As discussed earlier in this report, the proposal will not result in a significant detrimental impact to the heritage item.

Part 4.1 Landscape design:

Development should reinforce the landscaped and treed character of the area. Deep soil planting is to be established surrounding built form to increase visual amenity, screening and to maintain consistency with the surrounding garden dominated, leafy landscape.

As noted within the Compliance Table, the proposal complies with the numerical requirements of the LEP and DCP in relation to the ratio of built form to deep soil landscaping and tree replenishment.

Subject to conditions, Council's Landscape Development Officer considers the proposed landscaping concept plan to be acceptable. The planting proposed integrates the development with the surrounding area and provides reasonable screening for adjoining properties.

Part 4.2 Density:

Site density should be balanced with the need to provide appropriate deep soil landscaping on a site. The proposed development meets the 35% site coverage and minimum 50% deep soil landscape area requirements. The proposal exceeds the maximum FSR 1.3:1, by 41.4m². The applicant has put forward the following justification for the variation:

- "The proposal satisfies the underlying objective of the control and is considered satisfactory as outlined below:
- The FSR control is a highly prescriptive requirement which does not accurately reflect physical built form. A range of factors determine appropriate built form including height, setbacks, deep soil landscaping and site coverage. The proposal fully complies with the development standards contained within the PSO for deep soil landscaping and site coverage and the DCP controls for building setbacks and height.

- The proposed floor space ratio equates to a variation of 0.5% compared to the maximum prescribed by the DCP, which is considered insignificant.
- The proposal is considered to achieve an appropriate built form and density in response to the characteristics of the site and surrounds."

The proposed variation is minor. The development meets the underlying objectives of the control demonstrated by the proposal's compliance with maximum height and number of storeys, site coverage and deep soil landscape area. The overall scale of the development is complemented by appropriate landscaping and choice of finished materials, which also serves to reduce the apparent scale/bulk of the development. Consequently, the variation is supported in this instance.

Part 4.3 Setbacks:

Block A does not comply with the front (building) boundary setback from Turramurra Avenue. Block A and B also does not comply with the 11 metres set back requirements for private courtyards.

The front boundary setback non-compliance evident in Block A is approximately 600mm and directly relates to the balcony extrusions. Generally, the façade of the building is set back 13m from the boundary, which is compliant with the exception of the balconies.

The applicant has put forward the following to support the variations:

"The underlying objective of this control is to allow deep soil planting within the common area. The proposal satisfies the underlying objective of the control and is considered satisfactory as outlined below:

- The proposal provides 51% of the site for deep soil landscaping (including the common area) in accordance with the minimum development standard of 50% contained within the PSO:
- The proposal complies with the overall building setback of 13m to the street boundary;
- The private courtyards will not be enclosed by high walls and therefore the visual impact of the proposal as viewed from the street will be insignificant;
- The proposal incorporates appropriate landscape treatment within the front setback of the site which provides a visual transition between the street and the buildings;
- The proposal is consistent with the predominant setbacks of adjoining and surrounding dwellings which all have private gardens fronting the street. Further, the proposal provides an appropriate amount of landscaped screening and street activation through the provision of private courtyards within the front setback of the development."

The proposed variation to the front building and courtyard setbacks for Block A is reasonable in this instance as the development meets the underlying objectives of these controls. The building is set behind appropriate landscaping and established trees that will screen the building, there is adequate space to provide effective (tall) landscaping/ tree planting as supported by Council's Landscape Officer and there is consistent urban form as the buildings are setback further from Turramurra Avenue than is typical for neighbouring development. In addition, the front building set back non-compliance is for only a small portion of Block A only, Block B is compliant with this requirement.

The variation to the 11 metres set back requirement is also acceptable because it also meets the underlying objectives of the control. There is sufficient landscaping and established trees that will screen the development, as viewed from the street network, there is suitable area to provide effective landscaping between the buildings and street and these buildings are consistent in terms of urban form with adjoining development, in fact they are setback further than adjoining development.

Part 4.4 Built form and articulation:

The central facade element of Block B, above the building's entrance, has a single wall plane non-compliance of 28.25m^2 in excess of the maximum 81m^2 requirement, as prescribed by Section C-2 Design Control of DCP 55. Block A (Wonga Wonga Street) frontage exceeds the 36m building width by 5m at the ground and first floor levels and 2.4m at the second and third floor levels. The applicant has offered the following the justification for the variations:

- The proposed development is of high architectural quality and provides a variety of articulating elements to create visual interest along the northern façade of the development, including modulation of colour, texture and materials, large recessed balconies, planters along edge of top storey, vertical window orientation and the like;
- In order to minimize the visual impact of the northern façade, the proposal has been designed to provide two distinct wall planes (comprising widths of 18m and 15m) separated by two large recessed balconies in the centre of the façade (total balcony width of 7.7m and depth of 3.7m);
- A second balcony is provided within each respective wall plane (balcony width of 8m and depth of 2.9m) to provide additional vertical separation;
- The proposal incorporates a 2.6m wide balcony to the second and third storey along the eastern façade of Block A which reduces the northern wall plane at second and third storey to 38.4m. Further, the northern elevation of the top storey of Block A is 32.8m wide which complies with this control;
- The proposal maintains significant mature trees within the northern setback of the site which provides visual relief when viewed from the street and further minimizes the bulk and scale of Block A; and
- The proposal provides an appropriate scale which responds to the surrounding lower density development and creates variety and visual interest along all building facades facing the street."

Single wall plane

The variation to the maximum wall plane facade is reasonable in this instance. To be consistent with the objectives of this control the design has incorporated a choice of building materials and colours, reasonable articulation of the overall (western) facade of Block B, including balconies and the provision of an entrance pergola all of which breaks up the bulk of this facade. In terms of streetscape the variation is inconsequential. This is supported by Council's Urban Design Consultant, whom accepts the overall design scale/ bulk and aesthetics. In support, there is a reasonable setback of the building from the street and appropriate landscaping of the site in front of this elevation, which will obscure the view of the building from the street.

Building width

The non-compliance with the building width control is insignificant in terms of streetscape impact and bulk, scale. The development meets the underlying objectives of the control to mitigate change in scale between new and existing development/ lower density housing, appropriate articulation of built form and an integrated development. Consequently, the non compliances area acceptable.

Part 4.5 Residential amenity:

Building layouts, orientation and provision of outdoor space and landscaping should maximise internal and external amenity for occupants. DCP 55 contains technical requirements relating to availability of space, storage, solar access, natural solar ventilation, visual and acoustic privacy and outdoor living.

The development generally achieves compliance with the applicable controls. The variation of 150mm to the width requirement in front of lifts is acceptable as it will allow reasonable circulation within the corridor and will not result in a significant detrimental impact. The proposal is considered to provide good residential amenity for future occupants in terms of solar access, private open space, room dimensions and building separation, supported by Council's Urban Design Consultant.

Part 4.6 Safety and security:

Apartments adjacent to public streets are required to have at least one window or a habitable room with an outlook to the public domain. Entries and common open space should be visible from public areas or apartments and lighting should be provided to increase visibility.

The proposed development provides windows and balcony areas which will overlook the street and external access areas. Open space areas have been designed to be visible from the street and avoid creating possible concealed areas. The paths will have unimpeded sightlines and lighting. The entry to each building are clearly defined as articulated built form and by the landscaping and adequate separation has been provided between balconies and adjoining unit windows.

Part 4.7 Social dimensions:

As indicated in the DCP 55 Compliance Table, the proposal provides 10% manageable housing and over 70% 'visitable' units, internal paths of travel and visitor and resident parking spaces in accordance with DCP 55 clause 4.7 C-3. The development provides a flexible mix of housing types and a suitable variety of unit sizes to meet market demand for a range of medium density accommodation needs.

Part 4.8 Resource, energy and water efficiency:

The BASIX assessment tool and Urban Designer's assessment demonstrates that the proposed residential units have been designed for optimal energy efficiency.

Part 5 Parking and vehicular access:

Car parking is provided in accordance with the numerical requirements of DCP 55 and DCP 43 – Car Parking for residents, visitor and accessible parking spaces. Clearly defined, separate pedestrian access routes are provided through the development reducing any pedestrian or vehicular conflicts.

Development control Plan 31 - Access

Matters for assessment under DCP 31 have been taken into account in the assessment of this application against DCP 55, supported by recommended conditions of consent.

Development Control Plan 40 – Construction and Demolition Waste Management

Matters for assessment under DCP 40 have been taken into account in the assessment of this application against DCP 55.

Development Control Plan No.43 – Car Parking

Matters for assessment under DCP 43 have been taken into account in the assessment of this application against DCP 55.

Development control Plan 47 – Water Management

Matters for assessment under DCP 47 have been taken into account in the assessment of this application against BASIX and DCP 55. This is supported by recommended conditions of consent.

Section 94 Plan

The development attracts a Section 94 contribution of \$948,246.20, which is based on 49 new apartments with credit for 5 existing very large dwellings. This is required to be paid by **Condition No. 83**.

Likely impacts

The proposal is unlikely to have any significant impact on the environment, landscape or scenic quality of the locality, threatened species, populations or ecological communities or their habitats or any other protected fauna or protected native plants. The site is not within a wilderness area nor an area of critical habit. The site can be adequately landscaped and conditions relating to soil erosion can be imposed. There is unlikely to be any significant impact on the existing or likely future amenity of the neighbourhood.

Suitability of the Site

The site is suitable for the proposed development.

Any Submissions

All submissions received have been considered in the assessment of this application.

Public Interest

The proposal is in the public's interest.

CONCLUSION

Having regard to the provisions of s.79C of the Environmental Planning and Assessment Act 1979, the proposed development is considered to be satisfactory. Therefore, it is recommended that the application be approved.

RECOMMENDATION

Pursuant to Section 80(1) of the Environmental Planning and Assessment Act, 1979:

THAT the Council, as the consent authority, is of the opinion that the objection under *State Environmental Planning Policy No. 1 – Development Standards* to clause 25L (Zone Interface) of the Ku-ring-gai Planning Scheme Ordinance is well founded. The Council is also of the opinion that strict compliance with the development standard is unreasonable and unnecessary in the circumstances of this case as the proposal meets the underlying objectives of the control and will not result in a significant impact.

That Council, as the consent authority, grant development consent to for the demolition of existing structures, lot consolidation and the construction of a residential flat development containing two buildings (49 Units), basement car-parking and landscaping at 15-19 Turramurra Avenue and 1-1A Wonga Wonga Street, Turramurra for a period of two (2) years from the date of the Notice of Determination, subject to the following conditions:

General

1. The development must be carried out in accordance with the following stamped approved plans and documentation, except where amended by conditions of consent:

Plan Nos	Date of Plan	Prepared by:
TUR-AR-DA001- DA017 inclusive Rev 01	December 2005	Sandberg Schoffel Architects
TUR-AR-DA-020	December 2005	Sandberg Schoffel Architects
TUR-AR-DA-022 Rev 00	December 2005	Sandberg Schoffel Architects
TUR-AR-DA-023 Rev 01	February 2006	Sandberg Schoffel Architects
TUR-AR-DA-027 Rev 01	December 2005	Sandberg Schoffel Architects
TUR-AR-DA-032	December 2005	Sandberg Schoffel Architects
5064-01 Issue E Landscape Plan		Peter Glass & Associates
Document Title	Date of Document	Prepared by:
Geotechnical Investigation Report	19 January 2006	Jeffery and Katauskas Pty Ltd

BASIX Certificate Cert. No. 50420M 25 January 2006

- 2. The approved building shall not be occupied unless the development has been completed in accordance with all conditions of consent and the approved plans and an Occupation Certificate has been issued.
- 3. To ensure minimal environmental impacts all works are to be carried out in accordance with the BASIX certificate/ commitments lodged for this application.
- 4. The opening of any footway, roadway, road shoulder or any part of the road reserve shall not be carried out without a Road Opening Permit being obtained from the Council (upon payment of the required fee) beforehand.
- 5. For the purpose of ensuring the compliance with the terms of the approval, an approved copy of the plan and this Consent and Construction Certificate shall be kept on site at all times.
- 6. All public footways and roadways fronting and adjacent to the site must be maintained in a safe condition at all times during the course of the development works. Construction materials and plant must not be stored in the road reserve. A safe pedestrian circulation route and a pavement/route free of trip hazards must be maintained at all times on or adjacent to any public access ways fronting the construction site. Where public infrastructure is damaged, repair works must be carried out when and as directed by Council officers. Where pedestrian circulation is diverted on to the roadway or verge areas, clear directional signage and protective barricades must be installed in accordance with AS1742-3 (1996) "Traffic Control Devices for Work on Roads". If pedestrian circulation is not satisfactorily maintained across the site frontage, and action is not taken promptly to rectify the defects, Council may undertake proceedings to stop work.
- 7. HOURS OF WORK: For the purpose of residential amenity, noise generating work carried out in connection with building and construction operation, including deliveries of building materials and equipment, is restricted to the following hours: Mondays to Fridays inclusive: 7.00am to 5.30pm. Saturdays: 8.00am to 12.00 noon. Sundays and Public Holidays: Not Permitted. The use of the following items of plant on the site is also restricted to the abovementioned hours: compressors, bulldozers, power operated woodworking machines, excavators and loaders, jackhammers, Ramset guns, concrete mixers and concrete delivery wagons, hoists, winches, welding and riveting plant.
 - Whilst work on Saturdays may be performed until 5.30pm, such work or any associated activities shall not involve the use of any noise generating processes or equipment.
- 8. For the purpose of public safety, a sign shall be erected on the site prior to any work commencing which is clearly visible from a public place stating that unauthorised entry to the site is not permitted and showing the name of the builder or another person responsible for the site and a telephone number for contact outside working hours. The sign may only be removed on satisfactory completion of the works.
- 9. A sign shall be erected in a prominent position on the site which states the name and contact details of the Principal Certifying Authority.

- 10. Any excavation of rock involving hydraulic or compressed air rock hammers or other excavation equipment shall comply with the requirements of Council's Code for the Control and Regulation of Noise on Building Sites.
- 11. No rock breaking or other machinery for the excavation, drilling or removal of rock shall be used on the site without the prior approval of the Principal Certifying Authority. Should rock breaking or associated machinery be required, the following details are to be submitted to the Principal Certifying Authority for consideration:
 - a. The type and size of machinery proposed.
 - b. The routes of all trucks to convey material to and from the site.
 - c. A report by a Geotechnical Engineer detailing the measures recommended in undertaking the work so as to prevent any damage to any adjoining or nearby buildings.
- 12. With regard to the proposed rock breaking the following conditions are to be observed:
 - a. The Geotechnical Engineer shall supervise the works in progress.
 - b. A dilapidation report on adjoining or nearby properties shall be prepared prior to any excavation, rock breaking, or associated work commencing and shall be submitted to the Principal Certifying Authority.
 - c. All material removed from or imported to the site shall be loaded, unloaded or conveyed in such a manner that will minimise nuisance. Trucks shall be covered and site controls shall include shaker grids at the exits of the site. All materials falling to any part of the road or footpath or any public place shall be immediately cleaned up.
 - d. All material removed from or imported to the site shall be loaded, unloaded or conveyed in such a manner that will minimise nuisance. Trucks shall be covered and site controls shall include shaker grids at the exits of the site. All materials falling to any part of the road or footpath or any public place shall be immediately cleaned up.
- 13. For the purpose of maintaining visual amenity, no permanent electricity supply poles are to be erected forward of the building setback without the prior Consent of Council. It is the onus of the applicant to consult with the authorised statutory electricity provider prior to construction commencing to ensure that direct connection to the building is possible. Details of any proposed permanent pole must be submitted to and approved by Council prior to installation.
- 14. The applicant is advised that the Construction Certificate plans and specifications must comply with the provisions of the Building Code of Australia.
- 15. All excavations and backfilling associated with the erection or demolition of a building must be executed safely and in accordance with appropriate professional standards.
 - All excavations associated with the erection or demolition of a building must be properly guarded and protected to prevent them from being dangerous to life or property.
- 16. If an excavation associated with the erection or demolition of a building extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation to be made:

- a. must preserve and protect the building from damage, and
- b. if necessary, must underpin and support the building in an approved manner, and
- c. must, at least 7 days before excavating below the level of the base of the footings of a building on an adjoining allotment of land, give notice of intention to do so to the owner of the adjoining allotment of land and furnish particulars of the excavation to the owner of the building being erected or demolished.

The owner of the adjoining allotment of land is not liable for any part of the cost of work carried out for the purposes of this clause, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

In this clause, allotment of land includes a public road and any other public place.

- 17. Toilet facilities are to be provided, within the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.
- 18. The demolition is to be carried out in accordance with the guidelines contained in Australian Standard 2601-1991: The Demolition of Structures.
- 19. Access to demolition sites shall be protected as directed by the Principal Certifying Authority by the use of suitable fences or hoardings.
- 20. Where a new development is not commencing immediately following demolition, the demolition shall be limited to the extent of the footprint of the building/s on the site and no excavation shall be carried out.
- 21. A person taking down or demolishing or causing to be taken down or demolished any building or part thereof shall, upon identifying or suspecting that asbestos is present in the building, immediately notify the Workcover Authority. The Authority is the controlling body for the safe removal, handling and disposal of asbestos. The Authority supervises and monitors contractors engaged in asbestos removal.

The requirements and standards imposed by the Authority, its consultants or contractors shall be complied with.

- 22. Erosion control measures shall be provided on demolition sites to prevent the siltation of watercourses and drainage systems.
- 23. Dust control measures shall be taken on all demolition sites so as to avoid a nuisance to adjoining properties and harm to the environment.
 - a. A person taking down or demolishing or causing to be taken down or demolished any building or portion of any building shall:
 - i. cause the windows or other openings in the external walls to be close boarded or otherwise covered;

- ii. cause screens of canvas, hessian, boards, mats or other suitable material to be fitted in appropriate locations;
- iii. cause areas, components and debris to be wetted down; in such a manner as to minimise, as far as practicable, the nuisance arising from the escape of dust during such taking down or demolition.
- b. Such person shall not chute, throw or let fall or cause to chute, throw or let fall from the floor to floor or into any basement of such building any building materials or any other matter so as to cause dust to escape from the building or cause any such material to fall or cast upon a public way to the annoyance, inconvenience, or danger of persons using such public way.
- 24. All combustible material shall be removed from the site on a daily basis. Material shall not be burnt on the site.
- 25. Materials salvaged from a demolition may be stored on site provided they are non combustible, neatly and safety stockpiled and not likely to become a harbourage for vermin.
- 26. Adequate precautions shall be taken to ensure the protection of adjoining premises and persons therein from damage and injury during the process of demolition.
- 27. Buildings built prior to the 1970's may contain lead based paint. Lead dust is a hazardous substance. You are advised to follow the attached WorkCover guidelines to prevent personal and environmental contamination.
- 28. The applicant or builder/developer is responsible for the cost of making good any damage that may be caused to any Council property as a result of work associated with the demolition.
- 29. All demolition materials of value for re-use either on-site or elsewhere, shall be separated and made available for re-cycling.
- 30. Where required, the adjustment of any utility service facilities must be carried out by the applicant and in accordance with the requirements of the relevant utility authority. These works shall be at no cost to Council. It is the Applicants responsibility to ascertain impacts of the proposal upon utility services and Council accepts no responsibility for any matter arising from its approval to this application involving an influence upon utility services provided by another authority.
- 31. All public footways and roadways fronting and adjacent to the site are to be maintained in a safe condition at all times during the course of the development works. A safe pedestrian circulation route and a pavement/route free of trip hazards must be maintained at all times on or adjacent to the public access ways fronting the construction site. Where public infrastructure is damaged, repair works must be carried out when and as directed by Council officers. Where circulation is diverted on to the roadway, clear directional signage and protective barricades must be installed in accordance with AS1742-3 1996 "Traffic Control Devices for Work on Roads". If pedestrian circulation is not satisfactorily maintained, and action is not taken promptly to rectify the defects, Council may undertake proceedings to stop work.

- 32. The burning of undergrowth, foliage, building refuse and like matter on the site is prohibited.
- 33. For the purpose of health and amenity, effective measures are to be taken at all times to prevent any nuisance being caused by noise, vibrations smells, fumes, dust, smoke, waste water products and the like.
- 34. To prevent pollution, all vehicles making a delivery to or from the site are to be covered to prevent loose materials, dust etc falling from the vehicles.
- 35. Your attention is directed to the operation of the Commonwealth Disability Discrimination Act 1992, which may impose greater obligations on providing access to disabled persons other than compliance with the Building Code of Australia. You are advised to seek advice from the Human Rights and Equal Opportunity Commission (phone (02) 9284 9600) in respect of your application.
- 36. A Tree Preservation Order exists within the Ku-ring-gai Council area whereby the removal, lopping or destruction of any tree exceeding 5.0 metres in height or 4.0 metres in canopy spread (except where exempt as defined under Council's Tree Preservation Order) without prior written consent of Council is prohibited.
- 37. The proposed building structure shall be constructed in a proper and workmanlike manner to achieve the required level of performance required by the Building Code of Australia for a building as described below:

Building Classification: Class 2 (Residential Areas) and Class 7 (Basement Car park)

Rise in Storey: 5

Type of Construction Type A Construction Required

38. Removal, or pruning of the following trees, is not approved as part of this Development Application:

Tree/ Location

#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary

#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary

#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary

#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Adjacent to eastern site boundary

#25 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to eastern site boundary

#27 Acer palmatum (Japanese Maple) Adjacent to eastern site boundary

#31 Corymbia citriodora (Lemon scented gum)
Adjacent to eastern site boundary in neighbouring property

#32 Brachychiton acerifolius (Illawarra Flame Tree) Adjacent to southern site boundary in neighbouring property

39. Approval is given under this development consent for the following tree works to be undertaken to trees within the subject property:

Tree/Location	Tree Works
#1 Arbutus unedo (Irish Strawberry Tree) Centrally located on site	Removal
#2 Callistemon viminalis (Weeping bottlebrush) Within northern setback	Removal
#3 Camellia japonica (Japanese camellia) Adjacent to northern site boundary	Removal
#4 Celtis australis (Hackberry) Adjacent to northern site boundary	Removal
#5 Acer palmatum (Japanese Maple) Adjacent to northern site boundary	Removal
#6 Camellia sasanqua (Chinese Camellia) Within proposed building footprint	Removal
#9 Pittosporum undulatum (Native Daphne) Northwest site corner	Removal
#10 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to western site boundary	Removal

#16 Quercus palustris (Pin Oak) Adjacent to western site boundary	Removal
#17 Quercus palustris (Pin Oak) Adjacent to western site boundary	Removal
#18 Celtis australis (Hackberry) Centrally located on site	Removal
#19 Acer palmatum (Japanese Maple) Within proposed building footprint	Removal
#20 Liriodendron tulipifera (Tulip tree) Within proposed building footprint	Removal
#21 Acer palmatum (Japanese Maple) Within proposed building footprint	Removal
#23 jacaranda mimosifolia (Jacaranda) Adjacent to eastern site boundary	Removal
#28 Acer palmatum (Japanese Maple) Within proposed building footprint	Removal
#30 Lagerstroemia indica (Crepe Myrtle) Centrally located on site	Removal
#33 Callistemon salignus (Willow Bottlebrush) Turramurra Ave nature strip	Removal
#34 Nyssa sylvatica (Tupelo) Turramurra Ave nature strip	Removal
#35 Nyssa sylvatica (Tupelo) Turramurra Ave nature strip	Removal
#36 Callistemon viminalis (Weeping Bottlebrush) Turramurra Ave nature strip	Removal
#37 Robinia pseudoacacia (Black Locust) Turramurra Ave nature strip	Removal
#38 Robinia pseudoacacia (Black Locust) Turramurra Ave nature strip	Removal
#39 Callistemon salignus (Willow Bottlebrush) Turramurra Ave nature strip	Removal

Removal

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#40 Callistemon salignus (Willow Bottlebrush)
Turramurra Ave nature strip

40. The trees to be retained shall be inspected, monitored and treated when necessary by a qualified Arborist before, during and after completion of development works to ensure their long term survival. Regular inspections and documentation from the Arborist to the Principal Certifying Authority are required at the following times or phases of work.

Tree/location Time of inspection

All existing trees located on site being retained

Prior to demolition

At the completion of demolition

Prior to excavation works
At the completion of excavation works
Prior to the start of construction works
At monthly intervals during construction
At the completion of construction works
At the completion of all works on site

41. REMOVAL/PRUNING of the following tree/s from Council's nature strip shall be undertaken at no cost to Council by an experienced Tree Removal Contractor/Arborist holding Public Liability Insurance amounting to a minimum cover of \$10,000,000.

Tree/Location

#33 Callistemon salignus (Willow Bottlebrush) Turramurra Ave nature strip	Removal
#34 Nyssa sylvatica (Tupelo) Turramurra Ave nature strip	Removal
#35 Nyssa sylvatica (Tupelo) Turramurra Ave nature strip	Removal
#36 Callistemon viminalis (Weeping Bottlebrush) Turramurra Ave nature strip	Removal
#37 Robinia pseudoacacia (Black Locust) Turramurra Ave nature strip	Removal
#38 Robinia pseudoacacia (Black Locust) Turramurra Ave nature strip	Removal
#39 Callistemon salignus (Willow Bottlebrush) Turramurra Ave nature strip	Removal
#40 Callistemon salignus (Willow Bottlebrush) Turramurra Ave nature strip	Removal

42. Root pruning of the following tree/s which may be necessary to accommodate the approved building works shall be undertaken by an experienced Arborist/Horticulturist, with a minimum qualification of the Horticulture Certificate or Tree Surgery Certificate:

Tree/Location	Tree Works
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	Root pruning
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	Root pruning
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	Root pruning
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	Root pruning

- 43. If tree roots are required to be severed for the purposes of constructing the approved works they shall be cut cleanly by hand, by an experienced Arborist/Horticulturist with a minimum qualification of the Horticulture Certificate or Tree Surgery Certificate
- 44. No tree roots of 30mm or greater in diameter located within the specified radius of the trunk/s of the following, tree/s shall be severed or injured in the process of any site works during the construction period.

Tree/Location	Radius From Trunk
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	15.0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	10.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	12.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	8.0m
#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	5.0m
#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash)	6.0m

Adjacent to eastern site boundary

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#25 Chamaecyparis obtusa (Hinoki Cypress)	5.0m
Adjacent to eastern site boundary	
#27 Acer palmatum (Japanese Maple)	5.0m
Adjacent to eastern site boundary	
#31 Corymbia citriodora (Lemon scented gum)	9.0m
Adjacent to eastern site boundary in neighbouring propert	y
	,
#32 Brachychiton acerifolius (Illawarra Flame Tree)	5.0m
Adjacent to southern site boundary in neighbouring proper	rty

45. All excavation carried out within the specified radius of the trunk/s of the following tree/s shall be hand dug:

Tree/Location	Radius From Trunk
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	13.0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	10.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	11.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	7.0m
#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	5.0m
#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Adjacent to eastern site boundary	6.0m
#25 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to eastern site boundary	5.0m
#27 Acer palmatum (Japanese Maple) Adjacent to eastern site boundary	5.0m
#31 Corymbia citriodora (Lemon scented gum) Adjacent to eastern site boundary in neighbouring propert	9.0m y

- #32 Brachychiton acerifolius (Illawarra Flame Tree) 5.0m Adjacent to southern site boundary in neighbouring property
- 46. Excavation for the installation of CONDUITS/SEWER/STORMWATER/GAS within the specified radius of the trunk/s of the following tree/s shall be carried out using the thrust boring method. Thrust boring shall be carried out at least 600mm beneath natural ground level to minimise damage to tree/s root system

Tree/Location	Radius From Trunk
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	15.0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	10.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	12.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	8.0m
#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	5.0m
#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Adjacent to eastern site boundary	6.0m
#25 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to eastern site boundary	5.0m
#27 Acer palmatum (Japanese Maple) Adjacent to eastern site boundary	5.0m
#31 Corymbia citriodora (Lemon scented gum) Adjacent to eastern site boundary in neighbouring proper	9.0m ty
#32 Brachychiton acerifolius (Illawarra Flame Tree) Adjacent to southern site boundary in neighbouring prope	5.0m erty

47. To maximise landscape amenity for the site, the following private courtyards are to be amended to ensure that proposed screen planting and tree replenishment is within the ownership of the body corporate. The private courtyards are to be reduced in size as detailed by the following; The courtyards for Units B1 and B5 within the southern side setback are to

be deleted, the entire area is to be maintained as communal space; courtyards within the eastern side setback for Unit B5 are to not encroach closer than 6.0m to any site boundary; the private courtyard for Unit B4 is not to exceed any more than 4.0m from the eastern side of Building B; The private courtyard south of Unit A6 is to be deleted and the area maintained as communal open space; The private courtyards on the eastern side of Units A6 and A5 are not to encroach closer than 4.0m from the eastern site boundary.

- 48. The applicant shall ensure that at all times during the site works no activities, storage or disposal of materials shall take place beneath the canopy of any tree protected under Council's Tree Preservation Order.
- 49. The following tree species shall be planted, at no cost to Council, in the nature strip fronting the property along Turramurra Ave as an evenly spaced avenue planting. The tree/s used shall be a minimum 25 litre container size specimen/s trees:

Tree Species Quantity
Eucalyptus saligna (Bluegum) 7

50. The following tree species shall be planted, at no cost to Council, in the nature strip fronting the property along Wonga St as an evenly spaced avenue planting. The tree/s used shall be a minimum 25 litre container size specimen/s trees:

Tree Species Quantity
Eucalyptus saligna (Bluegum) 5

- 51. Following removal of tree #'s 33, 34, 35, 36, 37, 38, 39, and 40 from Council's nature strip, the nature strip shall be rehabilitated to the satisfaction of Council at no cost to Council.
- 52. Transplanting of the following trees/shrubs shall be directly supervised by an experienced Arborist/Horticulturist with a minimum qualification of the Horticulture Certificate or Tree Surgery Certificate.

Species/From To

#29 Phoenix canariensis (Canary Island Date Palm)
Centrally located on site
Within Turramurra Ave site frontage

- 53. All builders' refuse, spoil and/or material unsuitable for use in landscape areas shall be removed from the site on completion of the building works.
- 54. The canopy replenishment trees to be planted shall be maintained in a healthy and vigorous condition until they attain a height of 5.0 metres whereby they will be protected by Council's Tree Preservation Order. Any of the trees found faulty, damaged, dying or dead shall be replaced with the same species.
- 55. Stormwater runoff from new hard surfaces generating runoff or landscaped areas that are not at natural ground level shall be piped to the street drainage system. New drainage line connections to the street system shall conform and comply with the requirements described in

- sections 5.3 and 5.4 of Councils Water Management Development Control Plan 47, available in hard copy at Council and on the Council website.
- 56. A mandatory rainwater retention and re-use system comprising storage tanks and ancillary plumbing must be provided for the development. The (minimum) total storage volume of the rainwater tank system, and the prescribed re-use of the water on site, must satisfy all relevant BASIX commitments and the requirements specified in chapter 6 of Ku-ring-gai Council Water Management Development Control Plan 47 (DCP47).
- 57. In addition to the mandatory rainwater retention and re-use system provided, an on-site stormwater detention system must be provided for the development to control the rate of runoff leaving the site. The minimum volume of the required on-site detention system must be determined in accordance with chapter 6 of the Ku-ring-gai Council Water Management Development Control Plan 47 (DCP 47) having regard to the specified volume concession offered in lieu of installing rainwater retention tanks. The design of the on-site detention system must be performed by a qualified civil/hydraulic engineer and must satisfy the design controls set out in appendix 5 of DCP 47.
- 58. For stormwater control a 200mm wide grated channel/trench drain with a heavy-duty removable galvanized grate is to be provided in front of the garage door/basement parking slab to collect driveway runoff. The channel drain shall be connected to the main drainage system and must have an outlet of minimum diameter 150mm to prevent blockage by silt and debris.
- 59. To control surface runoff all new exposed impervious areas graded towards adjacent property and/or habitable areas are to be drained via the main drainage system. This may require the installation of suitable inlets pits, cut-off structures (e.g. kerb), and/or barriers that direct such runoff to the formal drainage system. Details for such measures shall be shown on the approved Construction Certificate issue drawings, to the satisfaction of the Principal Certifying Authority.
- 60. During construction, stormwater runoff must be disposed in a controlled manner that is compatible with the erosion and sediment controls on the site. Immediately upon completion of any impervious areas on the site (incl uding roofs, driveways, paving) and where the final drainage system is incomplete, the necessary temporary drainage systems must be installed to manage and control runoff as far as the approved point of stormwater discharge. Such measures shall be to the satisfaction of the Principal Certifying Authority.
- 61. It is the Applicants and contractors **full responsibility** to ascertain the exact location of the Council drainage pipe traversing the site and take measures to protect it. All proposed structures are to be sited fully clear of any Council drainage pipes, drainage easements, watercourses and trunk overland flow paths on the site. Trunk or dedicated flow paths shall not be impeded or diverted by fill or structures unless otherwise approved. In the event of a pipeline being uncovered during construction, all work is to cease and the Principal Certifying Authority and Council must be contacted immediately for advice. Any damage caused to the Council pipe shall be immediately repaired in full and at no cost to Council.
- 62. No part of the building (including overhangs and footings) shall encroach over any easement and no loadings shall be imposed to the utilities within any easement.

- 63. To ensure structural stability, footings to be located adjacent to easements and/or Council drainage pipes shall be sited and constructed so that all footings are located outside of easement boundaries. The applicant shall refer to Council Plan 80-011 concerning such works. Footings must extend to at least the depth of the invert of the adjacent pipe within the easement unless the footings are to be placed on competent bedrock. If permanent excavation is proposed beneath the obvert of the pipe within the easement, suitable means to protect the excavation from seepage or other water flow from the pipe and trench, and means to retain the easement and associated pipe cover, are to be provided by the applicant at no cost to Council. Council accepts no liability for such seepage or water flows now or at any time in the future resulting from such excavation.
- 64. A maintenance period of six (6) months applies to all work in the public road reserve carried out by the applicant **after** the works have been completed to the satisfaction of Ku-ring-gai Council. In that maintenance period, the applicant shall be liable for any section of the completed public infrastructure work which fails to perform in the designed manner, or as would reasonably be expected under the operating conditions. The maintenance period shall commence once the Applicant receives a written indication from Council stating that the works involving public infrastructure have been completed satisfactorily.
- 65. Where required, the adjustment or inclusion of any new utility service facilities must be carried out by the applicant and in accordance with the requirements of the relevant utility authority. These works shall be at no cost to Council. It is the Applicants full responsibility to make contact with the relevant utility authorities to ascertain the impacts of the proposal upon utility services at the appropriate stage of the development (including water, phone, gas and the like). Council accepts no responsibility whatsoever for any matter arising from its approval of this application involving any influence upon utility services provided by another authority.
- 66. The provision of temporary sediment and erosion control facilities and measures must be installed, prior to the commencement of any works on the site to eliminate unnecessary erosion and loss of sediment. These facilities must be maintained in working order during construction works up to completion. All sediment traps must be cleared on a regular basis and after each major storm, and/or as directed by the Principal Certifying Authority and Council officers.
- 67. Driveways and vehicular access ramps must be designed not to scrape the underside of cars. In all respects, the proposed vehicle access and accommodation arrangements must be designed and constructed to comply with the minimum requirements of Australian Standard 2890.1 (2004) "Off-Street car parking".
- 68. The Applicant must obtain a **Section 73 Compliance Certificate** under the *Sydney Water Act* 1994. An application must be made through an authorised Water Servicing Coordinator. The Applicant is to refer to "Your Business" section of Sydney Water's web site at www.sydneywater.com.au then the "e-developer" icon or telephone 13 20 92. Following application a "Notice of Requirements" will detail water and sewer extensions to be built and charges to be paid. Please make early contact with the Coordinator, since building of water/sewer extensions can be time consuming and may impact on other services and building, driveway or landscape design.

- 69. In order to allow **unrestricted access at all times** for Ku-ring-gai Council waste collection vehicles into the basement garbage collection area no doors, grilles, gates or other devices are to be provided in the access driveways to the basement car-park preventing this service.
- 70. A contractor with specialist excavation experience must undertake the excavations for the development and a suitably qualified and consulting geotechnical engineer must oversee the excavation procedure. Geotechnical aspects of the development work, namely:
 - Appropriate excavation methods and techniques,
 - Vibration management and monitoring,
 - Support and retention of excavated faces,
 - Hydrogeological considerations,

Must be undertaken in accordance with the recommendations of the Geotechnical Investigation Report prepared by Jeffery and Katauskas and all subsequent geotechnical inspections carried out during the excavation and construction phase. Over the course of the works a qualified Geotechnical/hydrogeological Engineer must complete the following:

- Further geotechnical investigations and testing recommended in the above report(s) and as determined necessary,
- Further monitoring and inspection at the hold points recommended in the above report(s) and as determined necessary,

Written report(s) including certification(s) of the geotechnical inspection, testing and monitoring programs.

Approval must be obtained from all affected property owners, including Ku-ring-gai Council where rock anchors (both temporary and permanent) are proposed below adjacent private or public property.

Prior to Construction Certificate issue

- 71. In order to preserve the privacy of adjoining properties, the following amendment is necessary:
 - a) The glass balustrades for all of the balconies on the eastern elevation of Block A and eastern and southern elevations of Block B must incorporate opaque glazing panels.

Details of the above privacy measures are to be submitted with the application for a Construction Certificate.

- 72. To ensure compliance with Council's Manageable Housing requirements a minimum 5 apartments are to be provided as manageable housing
- 73. All overhead electricity and other lines (existing and proposed) shall be undergrounded from the proposed buildings on the site to the appropriate power pole(s) or other connection points, in accordance with the requirements of Energy Australia. Details to be shown on plans

submitted with the Construction Certificate (*Reason: To provide infrastructure that facilitates future improvement of the streetscape be relocation of overhead lines below ground*).

- 74. Five (5) of the proposed apartments are to be designed with accessible features for disabled persons, and to incorporate level entries and wider doorways and corridors, slip resistant surfaces, reachable power points, disabled toilet, and level door handles and taps: such features to be designed generally in accordance with AS 1428.1 and AS 4299-1995 Adaptable Housing. Details demonstrating compliance are to be submitted with the Construction Certificate (*Reason: to ensure equity of access and availability of accommodation in the future for an ageing population*).
- 75. Thirty five (35) of the proposed apartments are to be 'visitable housing units' in accordance with the requirements of AS 4299. These apartments are to be visitable by people who use wheelchairs. There must be at least one wheelchair accessible entry and path of travel to the living area and to a toilet that is either accessible (meeting the floor space requirements described in AS1428.1) or visitable toilet (minimum space of 1250mm in front of the toilet that is either accessible or visitable. Details demonstrating compliance are to be submitted with the Construction Certificate (Reason: to ensure equity of access and availability for disabled persons).
- 76. A dilapidation report, including a photographic survey prepared by a Practising Structural Engineer, must be prepared in respect of the properties known as:
 - 2 Nulla Nulla Street and 3 Wonga Wonga Street, Turramurra.

A copy of the dilapidation report together with the accompanying photographs shall be given to the above property owners/s, and a copy lodged with Council prior to the issue of a Construction Certificate.

77. The Long Service Levy is to be paid to Council in accordance with the provisions of Section 34 of the Building and Construction Industry Payments Act 1986 prior to the issue of the Construction Certificate.

Note: Required if cost of works exceed \$25,000.00.

78. It is a condition of consent that the applicant, builder or developer or person who does the work on this residential building project arrange the Builders Indemnity Insurance and submit the Certificate of Insurance in accordance with the requirements of Part 6 of the *Home Building Act 1989* to the Council or other Principal Certifying Authority for endorsement of the plans accompanying the Construction Certificate. It is the responsibility of the applicant, builder or developer to arrange the Builder's Indemnity Insurance for residential building work over the value of \$12,000 and to satisfy the Council or other Principal Certifying Authority by the presentation of the necessary Certificate of Insurance so as to comply with the applicable requirements of Part 6 of the *Home Building Act 1989*. The requirements for the Builder's Indemnity Insurance does not apply to commercial or industrial building work or for residential work less than \$12,000, nor to work undertaken by persons holding an Owner/Builder's Permit issued by the Department of Fair Trading (unless the owner/builder's property is sold within 7 years of the commencement of the work).

- 79. The Infrastructure Restorations Fee calculated in accordance with the Council's adopted schedule of Fees and Charges is to be paid to the Council prior to any earthworks or construction commencing. The applicant or builder/developer will be held responsible for and liable for the cost any damage caused to any Council property or for the removal of any waste bin, building materials, sediment, silt, or any other article as a consequence of doing or not doing anything to which this consent relates. "Council Property" includes footway, footpath paving, kerbing, guttering, crossings, street furniture, seats, litter bins, trees, shrubs, lawns mounds, bushland, and similar structures or features on road reserves or any adjacent public place. Council will undertake minor restoration work as a consequence of the work at this site in consideration of the "Infrastructure Restorations Fee" lodged with the Council prior to the release of the Construction Certificate. This undertaking by the Council does not absolve the applicant or Builder/developer of responsibility for ensuring that work or activity at this site does not jeopardise the safety or public using adjacent public areas or of making good or maintaining "Council property" (as defined) during the course of this project.
- 80. Prior to commencing any construction or subdivision work, the following provisions of the Environmental Planning & Assessment Act, 1979 (the 'Act') are to be complied with:
 - a. A Construction Certificate is to be obtained in accordance with Section 81A(2)(a) of the Act.
 - b. A Principal Certifying Authority is to be appointed and Council is to be notified of the appointment in accordance with Section 81A(2)(b) of the Act.
 - c. Council is to be notified in writing, at least two (2) days prior to the intention of commencing buildings works, in accordance with Section 81A(2)(c) of the Act.
 - d. Should the development be certified by a Principal Certifying Authority other than Council, a fee for each Part 4A Certificate is to be paid to Council on lodgement of those Certificates with Council.
- 81. Prior to the issue of a Construction Certificate, the compliance certificate obtained under Section 73 of the Water Board (Corporatisation) Act, must be submitted for verification by the Principal Certifying Authority (PCA).
- 82. Prior to issue of the Construction Certificate the applicant shall submit, for approval by the Principal Certifying Authority (PCA), a plan detailing the required trenches for services. The plan shall show distances from proposed and existing trees. All new public utility services or appropriate conduits for the same, including electricity, gas, telephone, water and sewerage shall be provided underground by the developer in accordance with the specifications of the supply authorities.
- 83. A contribution is to be paid for the provision, extension or augmentation of community facilities, recreation facilities, open space and administration that will, or are likely to be, required as a consequence of development in the area.
 - TOTAL CONTRIBUTION FOR THIS DEVELOPMENT OF 49 ADDITIONAL DWELLINGS IS CURRENTLY \$948,246.20. The amount of the payment shall be in accordance with the Section 94 charges as at the date of payment. The charges may vary at

the time of payment in accordance with Council's Section 94 Contributions Plan to reflect changes in land values, construction costs and the consumer price index.

This contribution shall be paid to Council prior to the release of the Construction Certificate and the amount payable shall be in accordance with the Council's adopted Section 94 Contributions Plan for Residential Development, effective from 30 June 2004, calculated for additional person as follows:

- 1. Community Facilities \$1 117.76 (If Seniors Living \$412.07)
- 2. Park Acquisition and Embellishment Works

	- Turramurra/Warrawee	\$4 723.00
	- Wahroonga	\$6 574.28
3.	Sportsgrounds Works	\$1 318.32
4.	Aquatic / Leisure Centres	\$27.82
5.	Traffic and Transport	\$150.28
6.	Section 94 Plan Administration	\$100.04

To obtain the total contribution figure the following table of occupancy rates is to be used:

OCCUPANCY RATES FOR DIFFERENT DWELLING SIZES

Small dwelling (under 75 sqm)	1.27 persons
Medium dwelling (75 - under 110 sqm)	1.78 persons
Large dwelling (110 – under 150sqm)	2.56 persons
Very Large dwelling (150sqm or more)	3.48 persons
New Lot	3.48 persons
SEPP (Seniors Living) Dwelling	1.3persons

- 84. Fire Safety Schedule for the development shall be submitted to the Principal Certifying Authority and approved prior to the issue of a Construction Certificate.
- 85. The applicant shall ensure that no underground services (ie water, sewerage, drainage and gas) shall be laid beneath the canopy of any tree protected under Council's Tree Preservation Order, located on the subject allotment and adjoining allotments.

A plan detailing the routes of these services shall be submitted to the Principal Certifying Authority for approval prior to the release of the Construction Certificate.

86. Paving works within the specified radius of the trunk/s of the following tree/s shall be of type and construction to ensure that existing water infiltration and gaseous exchange to the tree/s root system is maintained. Details for the paving shall be prepared by a suitably qualified professional and submitted to and approved by the Principal Certifying Authority prior to the release of the Construction Certificate:

Tree/Location Radius From Trunk

#8 Eucalyptus pilularis (Blackbutt) 15.0m

3 / 51 15 TO 19 TURRAMURRA AVENUE AND 1 TO 1A WONGA WONGA STREET, TURRAMURRA DA0068/06 7 July 2006

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Adjacent to northern site boundary	Adjacent	to	northern	site	boundary
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#11 Eucalyptus pilularis (Blackbutt)	10.0m
Adjacent to western site boundary	
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	12.0m

#15 Eucalyptus pilularis (Blackbutt) 8.0m Adjacent to western site boundary

#32 Brachychiton acerifolius (Illawarra Flame Tree) 5.0m Adjacent to southern site boundary in neighbouring property

87. An amended plan of the proposed landscape works consistent with the landscape plan 5064-01 Issue E prepared by Peter glass and Associates dated 03/07/2006, subject to the amendments as specified shall be submitted to, and approved by the Principal Certifying Authority prior to the release of the Construction Certificate. The landscape works shall be carried out and installed in accordance with the approved landscape plan/s.

The following amendments to the plan shall apply:

Existing levels and grades are to be maintained beneath the canopy drip lines of all trees to be retained on site and adjoining properties. Particular attention is drawn to Tree #'s 8, 11, 14, 15 and 22 where level changes are proposed.

Three tall native endemic tree species, capable of attaining a minimum height of 13.0m are to be planted within the southern side setback. The trees to be planted are to have a minimum spacing of 10.0m apart.

An additional three native endemic tall trees capable of attaining a minimum height of 13.0m are to be planted with a minimum spacing of 10.0m apart adjacent to the eastern site boundary.

Three small tree species able to attain a minimum height of 6.0m are to be planted adjacent to the southern site boundary/south east site corner to maintain and enhance privacy to the adjoining heritage property.

The proposed planting of two Nyssa sylvatica (Tupelo) adjacent to the northern site boundary are to be relocated so that they have a minimum spacing of 8.0m from each other to allow for future growth.

All plantings of Cyathea cooperi (Soft tree fern) are to be deleted and replaced with a non weed species.

The proposed planting of two Angophora costata (Sydney redgum) and one Nyssa sylvatica (Tupelo) adjacent to the south-western site corner are to be relocated so that they do not conflict with the location of the proposed sub station, have a minimum 5.0m setback from the sub station, and have a minimum spacing of 8.0m from each other to allow for future growth.

88. A CASH BOND/BANK GUARANTEE of \$10 000.00 shall be lodged with Council as a Landscape Establishment Bond prior to release of the Construction Certificate to ensure that the landscape works are installed and maintained in accordance with the approved landscape plan/s and other landscape conditions.

Fifty percent (50%) of this bond will be refunded upon verification by Council that the landscape works as approved have been satisfactorily installed. The balance of the bond will be refunded 3 years after the initial satisfactory inspection, where landscape works have been satisfactorily established and maintained.

It is the responsibility of the applicant to notify Council in relation to the refunding of the bond at the end of the 3 year period. Where a change of ownership occurs during this period it is the responsibility of the applicant to make all arrangements regarding transference of the bond and to notify Council of such.

89. A CASH BOND/BANK GUARANTEE of \$20 000.00 shall be lodged with Council prior to the release of the Construction Certificate to ensure that the following trees are maintained in the same condition as found prior to commencement site development work.

The bond will be returned following issue of the Occupation Certificate, provided the trees are undamaged.

In the event that any specified trees are found damaged, dying or dead as a result of any negligence by the applicant or its agent, or as a result of the construction works at any time during the construction period, Council will have the option to demand the whole or part therefore of the bond.

Tree/Location	Bond Value
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	\$4 000.00
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	\$4 000.00
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	\$4 000.00
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	\$3 000.00
#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	\$1 000.00

#41 Eucalyptus pilularis (Blackbutt) Wonga Wonga St nature strip \$4,000.00

- 90. Prior to issue of the Construction Certificate the Applicant must consolidate the existing Torrens lots which will form the development site. Evidence of lot consolidation, in the form of a plan registered with Land and Property Information, must be submitted for approval of the Principal Certifying Authority prior to issue of the Construction Certificate. This condition is imposed to ensure continuous structures will not be placed across separate titles.
- 91. Prior to issue of the Construction Certificate, driveway and associated footpath levels for any fully new, reconstructed or extended sections of driveway crossings between the property boundary and road alignment must be obtained from Ku-ring-gai Council. Such levels are only able to be issued by Council under the *Roads Act 1993*. All footpath crossings, laybacks and driveways are to be constructed according to Council's specifications "Construction of Gutter Crossings and Footpath Crossings" or as specified by Council. Specifications are issued with alignment levels after completing the necessary application form at Customer Services and payment of the assessment fee. When completing the request for driveway levels application from Council, the applicant must attach a copy of the relevant Development Application drawing which indicates the position and proposed level of the proposed driveway at the boundary alignment. Failure to submit this information may delay processing.

Approval of this Development Application is for works wholly within the property. DA consent does not imply approval of footpath or driveway levels, materials or location within the road reserve regardless of whether this information is shown on the Development application plans. The grading of such footpaths or driveways outside the property shall comply with Council's standard requirements. The suitability of the grade of such paths or driveways *inside* the property is the sole responsibility of the applicant and the required alignment levels fixed by Council may impact upon these levels. The construction of footpaths and driveways outside the property, in materials other than those approved by Council, is not permitted and Council may require immediate removal of unauthorised installations.

- 92. Prior to issue of the Construction Certificate the Applicant must submit, for approval by the Principal Certifying Authority, certified parking layout plan(s) to scale showing all aspects of the vehicle access and accommodation arrangements clearly dimensioned. A qualified civil/traffic engineer must review the proposed vehicle access and accommodation layout and provide written certification on the plans that:
 - a) All parking space dimensions, driveway and aisle widths, driveway grades, transitions, circulation ramps, blind aisle situations and other trafficked areas comply in full with Australian Standard 2890.1 2004 "Off-street car parking".
 - b) Mirrors and signage are shown as recommended in the report by Masson Wilson Twiney dated 25 January 2006,
 - c) A clear height clearance of 2.5 metres (required under DCP40 for waste collection trucks) is provided over the designated garbage collection truck manoeuvring areas within the basement.

d) No doors or gates are provided in the access driveways to the basement carpark which would prevent unrestricted access for internal garbage collection at any time from the basement garbage storage and collection area.

The vehicle access and accommodation arrangements are to be constructed in accordance with the certified plans.

- 93. Prior to issue of the Construction Certificate and prior to commencement of any works that may be subject to erosion, the applicant must submit, for approval by the Principal Certifying Authority, a Soil and Erosion Control Plan prepared in accordance with the Landcom document "Managing Urban Stormwater Soils and Construction, Volume 1" (2004). A qualified and experienced civil/environmental engineer shall prepare this plan in accordance with the above guidelines and section 8.2.1 of Councils Water Management Development Control Plan 47.
- 94. Prior to issue of the Construction Certificate the applicant must submit, for approval by the Principal Certifying Authority, scale construction plans and specifications in relation to the stormwater management and disposal system for the development. The plan(s) must include the following detail:
 - Exact location and reduced level of discharge point to the public drainage system.
 - Full layout of the property drainage system components, including but not limited to (as required) gutters, downpipes, spreaders, pits, swales, kerbs, cut-off and intercepting drainage structures, subsoil drainage, flushing facilities and all ancillary stormwater plumbing all designed for a 235mm/hour rainfall intensity for a duration of five (5) minutes (1:50 year storm recurrence).
 - Location(s), dimensions and specifications for the required rainwater storage and reuse tanks and systems. Where proprietary products are to be used, manufacturer specifications or equivalent shall be provided.
 - Specifications for reticulated pumping facilities (including pump type and manufacturer specifications) and ancillary plumbing to fully utilise rainwater in accordance with the Ku-ring-gai Council Development Control Plan 47 and/or BASIX commitments.
 - Details of the required **on-site detention** tanks required under Ku-ring-gai Council Water Management DCP 47 including dimensions, materials, locations, orifice and discharge control pit details as required (refer chapter 6 and appendices 2, 3 and 5 of DCP 47 for volume, PSD and design requirements).
 - The required basement stormwater pump-out system to cater for driveway runoff and subsoil drainage (refer appendix 7.1.1 of Development Control Plan 47 for design).

The above construction drawings and specifications are to be prepared by a qualified and experienced civil/hydraulic engineer in accordance with Councils Water Management Development Control Plan 47, Australian Standards 3500.2 and 3500.3 - *Plumbing and Drainage Code* and the BCA. The plans may be generally based on the services drawings by Meinhardt submitted for Development Application approval, which are to be advanced as necessary for construction issue purposes.

95. Prior to issue of the Construction Certificate the Applicant must contact Energy Australia regarding power supply for the subject development. A written response detailing the full

requirements of Energy Australia (including any need for underground cabling, substations or similar within or in the vicinity the development) shall be submitted to the Principal Certifying Authority for approval prior to issue of the Construction Certificate. Any structures or other requirements of Energy Australia shall be reflected on the plans issued with the Construction Certificate, to the satisfaction of the Principal Certifying Authority and Energy Australia. The requirements of Energy Australia must be met in full prior to issue of the Occupation Certificate.

- 96. Prior to issue of the Construction Certificate the applicant must make contact with all relevant utility providers whose services will be impacted upon by the approved development. A written copy of the requirements of each provider, as determined necessary by the Principal Certifying Authority, must be obtained. All utility services or appropriate conduits for the same, including electricity, gas, telephone, water and sewerage must be provided by the developer in accordance with the specifications of those supply authorities.
- 97. The Applicant must carry out the following infrastructure works in the Public Road:
 - a. construct a footpath for the Wonga Wonga Street frontage of the site.

Development Consent under the EP&A Act does NOT give approval to these works on Council property. **THE APPLICANT MUST OBTAIN A SEPARATE APPROVAL UNDER SECTION 138 AND 139 OF** *THE ROADS ACT 1993* for the works in the Public Road, required by this condition. The Construction Certificate must not be issued, and these works must not proceed, until Council has issued a formal written consent under the *Roads Act 1993*.

To obtain consent under the *Roads Act 1993* for the infrastructure works on Council property, full engineering drawings (plans, sections and elevations) and specifications for the infrastructure works are to be prepared by a suitably qualified and experienced consulting civil engineer. These must be submitted and approved by Council prior to issue of the Construction Certificate. Construction of the works must proceed in accordance with any conditions attached to the Council *Roads Act 1993* approval.

All works are to be designed in accordance with Council's "Specification for Road and Drainage Works". In addition, the drawings must detail existing services and trees affected by the works, erosion control requirements and traffic management requirements during the course of works. Traffic management is to be certified on the drawings as being in accordance with the documents SAA HB81.1 – 1996 – Field Guide for Traffic Control at Works on Roads – Part 1 and RTA Traffic Control at Work Sites (1998).

NOTE 1: A minimum of three (3) weeks will be required for assessment of Roads Act submissions. Early submission is highly recommended to avoid delays in obtaining a Construction Certificate.

NOTE 2: An engineering assessment fee (set out in Council's adopted fees and charges) is payable and Council will withhold any consent and approved plans until full payment of the correct fees.

- NOTE 3: Plans and specifications must be marked to the attention of Council's Development Engineers. In addition, a copy of this condition must be provided, together with a covering letter stating the full address of the property and the accompanying DA number.
- 98. A report is to be submitted to and approved by Council's Heritage Advisor prior to commencement of the work and prior to issue of a Construction Certificate.

The report is to be prepared by a heritage consultant included in the NSW Heritage Office list of recognised consultants or other suitably qualified persons who have knowledge and experience in preparing archival recording documents.

The report is to be a bound A4 report and must include copies of drawings submitted with the application including site surveys and specialist reports such as heritage assessments, dilapidation report, and builders or engineers reports. Three copies of the report must be submitted, one copy with negatives. Any archival documents such as family records, old photographs should also be included.

All photographs to be to be mounted, labelled and cross-referenced to the relevant site plan and floor plans and showing position of camera. A photographic recording sheet must be included. Photographs of the following:

- Each elevation
- Selected interiors
- All structures on site such as sheds, outhouses and landscape features
- Several photographs of house from public streets or laneways including several views showing relationship to neighbouring buildings.

Minimum requirements:

- Title page
- Statement of reasons the recording was made
- Location Plan showing relationship of site to nearby area
- Site plan to scale (1:200 1:500) showing all structures and site elements
- Floor Plan (1:100) showing position of camera
- Black & White archival quality photographs, contact prints and selected prints (one copy with negatives other copies with contact sheets and selected prints)

Digital images and CDs may be submitted as supplementary information.

Prior to the commencement of any works on site

- 99. Prior to the commencement of any work, the Principal Certifying Authority shall be notified in writing of the name and contractor licence number of the owner/ builder who intends to carry out the approved works.
- 100. The following are required details and must be submitted to the Principal Certifying Authority *prior to the works relating to the detail being carried out*. Any matter listed below must have

- a Certificate attached from a suitably qualified person to the effect that the design or matter complies with the relevant design Standard or Code which the Certificate must identify.
- a. A Registered Surveyor's set out report.
- 101. To preserve the following tree/s, no work shall commence until the area beneath the canopy of the following tree/s is fenced off at the specified radius from the trunk/s to prevent any activities, storage or the disposal of materials within the fenced area. The fence/s shall be maintained intact until the completion of all demolition/building work on site.

Tree/Location	Radius in Metres
#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary	8 .0m
#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	7.0m
#13 Acer buergeranum (Trident Maple) Adjacent to western site boundary	4.0m
#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	8.0m
#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary	4.0m
#22 Metasequoia glyptostroboides (Dawn Redwood) Adjacent to eastern site boundary	4.0m
#24 Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Adjacent to eastern site boundary	5.0m
#25 Chamaecyparis obtusa (Hinoki Cypress) Adjacent to eastern site boundary	5.0m
#27 Acer palmatum (Japanese Maple) Adjacent to eastern site boundary	5.0m
#31 Corymbia citriodora (Lemon scented gum) Adjacent to eastern site boundary in neighbouring proper	6.0m rty
#32 Brachychiton acerifolius (Illawarra Flame Tree) Adjacent to southern site boundary in neighbouring prop	5.0m erty
#41 Eucalyptus pilularis (Blackbutt) Wonga Wonga St nature strip	4.0m to northwest 10.0m elsewhere

- 102. The tree protection fence shall be constructed of galvanised pipe at 2.4 metre spacings and connected by securely attached chain mesh fencing to a minimum height of 1.8 metres prior to work commencing.
- 103. Prior to works commencing tree protection signage is to be attached to each tree Protection Zone and displayed in a prominent position and the sign repeated at 10m intervals or closer where the fence changes direction. Each sign shall advise in a clearly legible form, the following minimum information:
 - 1. Tree Protection Zone
 - 2. This fence has been installed to prevent damage to the trees and their growing environment both above and below ground, and access is restricted.
 - 3. If encroachment or incursion into this Tree Protection Zone is deemed to be essential the consulting Arborist should be informed prior to the undertaking of such works.
 - 4. Name, address, and telephone number of the developer/principal certifying authority.
- 104. Prior to works commencing the area of the Tree Protection Zone is to be mulched to a depth of 100mm with composted organic material being 75% Eucalyptus leaf litter and 25% wood. The depth of mulch and type as indicated, to be maintained for the duration of the project & Principal Certifying Authority.
- 105. To preserve the following tree/s, no work shall commence until temporary measures to avoid soil compaction (eg rumble boards) beneath the canopy of the following tree/s is/are installed:

Tree/Location

#8 Eucalyptus pilularis (Blackbutt) Adjacent to northern site boundary

#11 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#14 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#15 Eucalyptus pilularis (Blackbutt) Adjacent to western site boundary

#41 Eucalyptus pilularis (Blackbutt) Wonga Wonga St nature strip

106. Upon completion of the installation of the required tree protection measures you are required to arrange for an inspection of the site by the Principal Certifying Authority to verify that tree protection measures comply with all relevant conditions. Following the carrying out of a satisfactory inspection and subject to the payment of all relevant monies and compliance with any other conditions of approval, work may commence

- 107. Prior to the commencement of any works on site and prior to issue of the Construction Certificate, qualified practitioners must undertake a closed circuit television (CCTV) inspection and then report on the existing condition of Council drainage pipeline traversing the subject property. The report must be provided to Council, attention Development Engineer, prior to issue of the Construction Certificate. The report is to include a copy of the video footage of the pipeline.
- 108. Prior to the commencement of **any excavation works** on site the Applicant must submit, for approval by the Principal Certifying Authority (with a copy forwarded to Council) a full dilapidation report on the visible and structural condition of structures at 2 Nulla Nulla Street and 3 Wonga Wonga Street (including the tennis court). The report must be completed by a consulting structural/geotechnical engineer. Upon submitting a copy of the dilapidation report to Council (or certification that no report is required), a written acknowledgment from Council development engineers shall be obtained (attesting to this condition being appropriately satisfied) and submitted to the Principal Certifying Authority prior to the commencement of any works on site.
- 109. Prior to the commencement of **any** works on site the applicant must submit, for review by Council Engineers, a *Construction and Traffic Management Plan*. The following matters must be specifically addressed in the Plan:

1. A plan view of the entire site and frontage roadways indicating:

- Dedicated construction site entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways,
- Turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site,
- The locations of proposed Work Zones in the frontage roadways,
- Location of any proposed crane standing areas
- A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries
- Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected.
- The provision of an on-site parking area for employees, tradesperson and construction vehicles as far as possible

2. Traffic Control Plan(s) for the site

- All traffic control devices installed in the road reserve must be in accordance with the RTA publication "Traffic Control Worksite Manual" and be designed by a person licensed to do so (minimum RTA 'red card' qualification). The main stages of the development requiring specific construction management measures are to be identified and specific traffic control measures identified for each.
- Pedestrian access along the site frontage during footpath closure is to be provided by water-filled barriers.
- Approval is to obtained from Ku-ring-gai Council for any temporary road closures or crane use from public property.

- 3. A detailed description and route map of the proposed route for vehicles involved in spoil removal, material delivery and machine floatage must be provided. During the course of the works, the route is to be signposted. Routes for construction vehicles travelling north are to be indicated.
 - Light traffic roads and those subject to a load or height limit must be avoided at all times.
 - A copy of this route is to be made available to all contractors, and shall be clearly depicted at a location within the site.

In addition, the plan must address:

- Evidence of RTA concurrence where construction access is provided directly or within 20m of an Arterial Rd.
- A schedule of site inductions to be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations. These must specify that construction-related vehicles to comply with the approved requirements.
- Minimising construction related traffic movements during school peak periods.
- The provision of an on-site parking area for employees, tradesperson and construction vehicles as far as possible and if not possible, an estimate of the number of on- street parking spaces necessary and an alternative legal on-street location for employee parking.

The Construction and Traffic Management Plan shall be prepared by a suitably qualified and experienced traffic consultant and be certified by this person as being in accordance with the requirements of the abovementioned documents and the requirements of this condition. The construction management measures contained in the approved plan shall be implemented in accordance with the plan prior to the commencement of, and during, works on-site including excavation. As the plan has a direct impact on the local road network, the plan shall be submitted to and reviewed by Council, attention Development Engineer. A written acknowledgment from Council engineers shall be obtained (attesting to this condition being appropriately satisfied) and submitted to the Principal Certifying Authority prior to the commencement of any works on site. A fee is payable for the assessment of the plan by Kuring-gai Council.

110. If a Works Zone is proposed, the Applicant must make a written application to the Ku-ringgai Local Traffic Committee to install the 'Work Zone'. The application must be made at least 15 days prior to the commencement of any works on site approved under this consent. Works Zones are provided specifically for the set down and pick up of materials and not for the parking of private vehicles associated with the site. Works Zones will generally not be approved where there is sufficient space on-site for the setting down and picking up of goods being taken to or from a construction site. If the Works Zone is approved by the Committee, the Applicant must obtain a written copy of the related resolution from the Ku-ring-gai Local Traffic Committee and submit a copy of this to the Principal Certifying Authority for approval prior to commencement of any works on the site. Where approval of the 'Work Zone' is resolved by the Committee, the necessary 'Work Zone' signage shall be installed (at

the cost of the Applicant) and the adopted fee paid prior to commencement of any works on the site. Further, at the expiration of the Works Zone approval, the Applicant is required to remove the Works Zone signs and reinstate any previous signs, all at the Applicant's cost.

- 111. Prior to the commencement of any works on site the applicant shall submit to Ku-ring-gai Council a full dilapidation report on the visible and structural condition (**including a photographic record**) of the following public infrastructure:
 - a) Full road pavement width, including kerb and gutter, of Turramurra Avenue and Wonga Wonga Street over the site frontage, including the full intersection.
 - b) All driveway crossings and laybacks opposite the subject site.

The report must be completed by a consulting structural/civil engineer. Particular attention must be paid to accurately recording (both via photo and in written format) *existing* damaged areas on the aforementioned infrastructure so that Council is fully informed when assessing any damage to public infrastructure caused as a result of the development.

- 112. If the use of temporary rock anchors extending into the road reserve is proposed, then approval must be obtained from Council in accordance with Section 138 of the Roads Act 1993. The Applicant is to submit details of all the work that is to be considered, and the works are not to commence until approval has been granted. The designs are to include details of the following:
 - How the temporary rock anchors will be left in a way that they will not harm or interfere with any future excavation in the public road
 - That the locations of the rock anchors are registered with Dial Before You Dig
 - That approval of all utility authorities likely to use the public road has been obtained. All temporary rock anchors are located outside the allocations for the various utilities as adopted by the Streets Opening Conference.
 - That any remaining de-stressed rock anchors are sufficiently isolated from the structure that they cannot damage the structure if pulled during future excavations or work in the public road.
 - That signs will be placed and maintained on the building stating that de-stressed rock anchors remain in the public road and include a contact number for the building manager. The signs are to be at least 600mm x 450mm with lettering on the signs is to be no less than 75mm high. The signs are to be at not more than 60m spacing. At least one sign must be visible from all locations on the footpath outside the property. The wording on the signs is to be submitted to Council's Director Technical Services for approval before any signs are installed.

Permanent rock anchors are not to be used where any part of the anchor extends outside the development site into public areas or road reserves.

All works in the public road are to be carried out in accordance with the Conditions of Construction issued with any approval of works granted under Section 138 of the Roads Act 1993.

Prior to Occupation Certificate issue

- 113. Prior to the release of any occupation certificate, a compliance certificate must be obtained from an accredited certifier, certifying that the building works for the building to be occupied comply with the plans and specifications approved by this development consent; and any construction certificate associated with this consent for the buildings to be occupied. If the PCA is not the Council, then this compliance certificate must be submitted to the Council at the same time as the occupation certificate is submitted to the Council in accordance with Clause 151(2) of the EP & A Act regulations.
- 114. To ensure compliance with the consent, a final report from a Registered Surveyor shall be submitted to Council confirming floor/ ceiling levels and boundary setbacks prior to occupation.
- 115. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate, the Section 73 Sydney Water compliance certificate must be obtained and submitted to the Principal Certifying Authority (PCA).
- 116. The trees to be retained shall be inspected, monitored and treated when necessary by a qualified Arborist before, during and after completion of development works to ensure their long term survival. Inspections by and documentation from the Arborist to the Principal Certifying Authority is required as specified. Documentary evidence of compliance with this condition shall be submitted to the Principal Certifying Authority prior to issue of the Occupation Certificate.
- 117. The landscape works, shall be installed in accordance with the approved plan/s and/ or conditions of consent, be completed prior to release of Occupation Certificate and be maintained in a healthy and vigorous condition at all times.
- 118. The Principal Certifying Authority shall ensure that the landscape works, have been installed correctly, consistent the approved landscape plan(s), specification and the conditions of consent prior to release of the Occupation Certificate.
- 119. Prior to issue of the Occupation Certificate, the Principal Certifying Authority (where not Council) must provide Ku-ring-gai Council with a signed declaration that the following works in the road reserve have been completed in full:
 - New concrete driveway crossing in accordance with levels and specifications issued by Council.
 - Removal of **all** redundant driveway crossings and kerb laybacks (or sections thereof) and reinstatement of these areas to footpath, turfed verge and upright kerb and gutter. (Reinstatement works to match surrounding adjacent infrastructure with respect to integration of levels and materials).
 - Full repair and resealing of any road surface damaged during construction.
 - Full replacement of damaged sections of grass verge with a non-friable turf of native variety to match existing.

All works must be completed in accordance with the *General Specification for the Construction of Road and Drainage Works in Ku-ring-gai Council*, dated November 2004. The Occupation Certificate must not be issued until all damaged public infrastructure caused as a result of construction works on the subject site (including damage caused by, but not limited to, delivery vehicles, waste collection, contractors, sub contractors, concrete vehicles) is fully repaired to the satisfaction of Council. Repair works shall be at no cost to Council.

- 120. Prior to issue of the Occupation Certificate the applicant must create a Positive Covenant and Restriction on the Use of Land under Section 88 E of the Conveyancing Act 1919, burdening the owner with the requirement to maintain the on-site stormwater detention facilities on the lot. The terms of the instruments are to be generally in accordance with the Council's "draft terms of Section 88B instrument for protection of on-site detention facilities" (refer to appendices of Ku-ring-gai Council Water Management DCP 47) and to the satisfaction of Council. For existing Titles, the Positive Covenant and the Restriction on the use of Land is to be created through an application to the Land Titles Office in the form of a request using forms 13PC and 13RPA. The relative location of the On-Site Detention facility, in relation to the building footprint, must be shown on a scale sketch, attached as an annexure to the request forms. Registered title documents showing the covenants and restrictions must be submitted an d approved by the Principal Certifying Authority prior to issue of an Occupation Certificate.
- 121. Prior to issue of the Occupation Certificate the applicant must create a Positive Covenant and Restriction on the Use of Land under Section 88E of the Conveyancing Act 1919, burdening the property with the requirement to maintain the site stormwater retention and re-use facilities on the property. The terms of the instruments are to be generally in accordance with the Council's "draft terms of Section 88B instruments for protection of retention and re-use facilities" (refer to appendices of Ku-ring-gai Council Water Management DCP 47) and to the satisfaction of Council. For existing Titles, the Positive Covenant and the Restriction on the use of Land is to be created through an application to the Land Titles Office in the form of a request using forms 13PC and 13RPA. The relative location of the reuse and retention facility, in relation to the building footprint, must be shown on a scale sketch, attached as an annexure to the request forms. Registered title documents showing the covenants and restrictions must be submitted and approved by the Principal Certifying Authority prior to issue of an Occupation Certificate.
- 122. Prior to issue of the Occupation Certificate the following must be provided to Council (attention Development Engineer):
 - a) A copy of the approved Construction Certificate stormwater detention/retention design for the site, and
 - b) A copy of any works-as-executed drawings required under this consent
 - c) The Engineer's certification of the as-built system.

This condition is required so Council may maintain its database of as-constructed on-site stormwater detention systems, and applies particularly where the appointed Principal Certifying Authority (PCA) is not Ku-ring-gai Council.

123. Prior to issue of an Occupation Certificate the Section 73 Sydney Water compliance certificate must be obtained and submitted to the Principal Certifying Authority.

- 124. Prior to issue of an Occupation Certificate the applicant must submit certification from a suitably qualified and experienced traffic/civil engineer to the Principal Certifying Authority. This certification must be based on a site inspection of the constructed vehicle access and accommodation areas, with dimensions measurements as necessary, and must make specific reference to the following:
 - a) That the as-constructed carpark complies with the approved Construction Certificate plans,
 - b) That the completed vehicle access and accommodation arrangements comply in full with Australian Standard 2890.1 2004 "Off-Street car parking" in terms of minimum parking space dimensions provided,
 - c) That finished driveway gradients and transitions will not result in the scraping of the underside of cars.
 - d) That no doors, gates, grilles or other structures have been provided in the access driveways to the basement carpark, which would prevent unrestricted access for internal garbage collection from the basement garbage storage and collection area.
 - e) That mirrors and signage have been provided in accordance with the recommendations of the Masson Wilson Twiney report dated 25 January 2006.
 - f) That the vehicular headroom requirements of:
 - Australian Standard 2890.1 "Off-street car parking", and
 - 2.44m height clearance for waste collection trucks (refer DCP 40) are met from the public street into and within the applicable areas of the basement carpark.
- 125. Prior to issue of the Occupation Certificate a qualified and experienced consulting civil/hydraulic engineer must undertake a site inspection of the completed stormwater drainage and management system. The engineer is to provide written certification based on the site inspection to the Principal Certifying Authority, prior to issue of the Occupation Certificate, which makes specific reference to all of the following:
 - a) That the stormwater drainage works have been satisfactorily completed in accordance with the approved Construction Certificate drainage plans.
 - b) That the minimum retention and on-site detention storage volume requirements of BASIX and Ku-ring-gai Council Water Management DCP 47 respectively, have been achieved in full.
 - c) That retained water is connected and available for uses including the BASIX commitments (toilet flushing, irrigation and car washing).
 - d) That basement and subsoil areas are able to drain via a pump/sump system installed in accordance with AS3500.3 and appendix 7.1.1 of Ku-ring-gai Council Water Management DCP 47.
 - e) That all grates potentially accessible by children are secured.
 - f) That components of the new drainage system have been installed by a licensed plumbing contractor in accordance with the Plumbing and Drainage code AS3500.3 2003 and the BCA, and
 - g) All enclosed floor areas, including habitable and garage floor levels, are safeguarded from outside stormwater runoff ingress by suitable differences in finished levels, gradings and provision of stormwater collection devices.

The following certification sheets **must be accurately completed and attached** to the certification:

- Rainwater retention certification sheet contained at appendix 13 of Water Management DCP 47
- On-site detention certification sheet contained at appendix 4 of Water Management DCP 47.
- 126. Prior to issue of the Occupation Certificate a registered surveyor must provide a Works-as-Executed (WAE) survey of the completed stormwater drainage and management systems. The WAE plan(s) must be submitted to the Principal Certifying Authority for approval prior to issue of the Occupation Certificate. The WAE survey must indicate:
 - As built (reduced) surface and invert levels for all drainage pits.
 - Gradients of drainage lines, materials and dimensions.
 - As built (reduced) level(s) at the approved point of discharge to the public drainage system.
 - As built location and internal dimensions of all detention and retention structures on the property (in plan view) and horizontal distances to nearest adjacent boundaries and structures on site.
 - The achieved storage volumes of the installed retention and detention storages and derivative calculations.
 - As built locations of all access pits and grates in the detention and retention system(s), including dimensions.
 - The size of the orifice or control fitted to any on-site detention system.
 - Dimensions of the discharge control pit and access grates.
 - The maximum depth of storage possible over the outlet control.
 - Top water levels of storage areas and indicative RL's through the overland flow path in the event of blockage of the on-site detention system.

The WAE plan(s) must show the as-built details above in comparison to those shown on the drainage plans approved with the Construction Certificate prior to commencement orf works. All relevant levels and details indicated must be marked **in red** on a copy of the Principal Certifying Authority stamped construction certificate stormwater plans.

- 127. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate (and at the completion of works), the applicant shall submit for approval by the Principal Certifying Authority (PCA) certification from a suitably qualified and experienced civil engineer, that:
 - a. Footings, and any required permanent excavation or drainage easement support, have been constructed in accordance with the conditions of this Consent relating to footings and excavation adjacent to drainage easements and/or drainage pipes, and
 - b. Footings allow for complete future excavation over the full width of the easement to a depth of the invert of the pipe, without the need to support or underpin the subject structure.

A copy of the certificate must also be provided to Council, attention Development Engineer, prior to issue of any Final Certificate.

- 128. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate (and at the completion of works), the applicant shall to the Principal Certifying Authority (PCA) certification from a registered surveyor that no structures are located over the existing drainage pipeline and/or easement traversing the subject property. A copy of the certification must also be provided to Council, attention Development Engineer, prior to issue of any Final Certificate.
- 129. Prior to issue of the Occupation Certificate a maintenance regime shall be prepared for the basement stormwater pump-out system and submitted to Principal Certifying Authority. The regime shall specify that the system is to be regularly inspected and checked by qualified practitioners.
- 130. Prior to issue of the Occupation Certificate a suitably qualified and consulting geotechnical engineer is to provide certification to the Principal Certifying Authority that excavation and construction of the basement level, including temporary and permanent shoring and retention measures, have been carried out:
 - a) According the relevant Australian Standards and guidelines, and
 - b) According to any approved Geotechnical report undertaken for the development, and
 - c) In a manner that ensures that the structural amenity of adjoining structures and property is fully maintained.
- 131. Prior to issue of the Occupation Certificate, a complete record of geotechnical inspections, testing and monitoring with certifications as specified in the Report on Geotechnical Investigation by Jeffery and Katauskas Consulting Engineers and the professional geotechnical input over the course of the works, must be compiled in report format and submitted to the Principal Certifying Authority for approval.
- 132. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate, an easement for waste collection must be provided. This is to permit legal access for Council, and Council's contractors, and their vehicles over the subject property for the purpose of collecting waste from the property. The terms of the easement are to indemnify Council and Council's contractors against damages to private land or property whilst in the course of carrying out waste collection services. The terms of the easement are to be generally in accordance with Council's draft terms for an easement for waste collection.
- 133. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate (and at the completion of works), a closed circuit television (CCTV) inspection and report on the Council drainage pipeline traversing the subject property is to be undertaken by appropriate contractors and provided to Council, attention Development Engineer. The report is to include a copy of the footage of the inside of the pipeline. Any damage that has occurred to the section of the pipeline since the commencement of construction on the site must be repaired in full to the satisfaction of Council's Development Engineer at no cost to Council.

- 134. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate (and at the completion of the works) the Applicant shall submit to the Principal Certifying Authority (PCA) a follow up dilapidation report on the visible and structural condition of the existing structures originally assessed at:
 - a) 2 Nulla Nulla Street and 3 Wonga Wonga Street
 - b) Turramurra Avenue and Wonga Wonga Street including the intersection and driveway opposite the site.

The Report must be completed by a practicing consulting structural engineer and be submitted for Council records prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate.

S Garland M Prendergast M Miocic
Development Manager Director

Assessment - North Development &

Assessment Services egulation

Attachments: Location sketch - 637453

Zoning sketch - 637454

Site plan & analysis - 637457 Basement plans - 637458

Elevations - 637459 Shadows - 637462

Building footprint - 637465 Deep soil landscape - 637466

Cut and fill - 637468 Existing shadows - 637469

Proposed - 637471

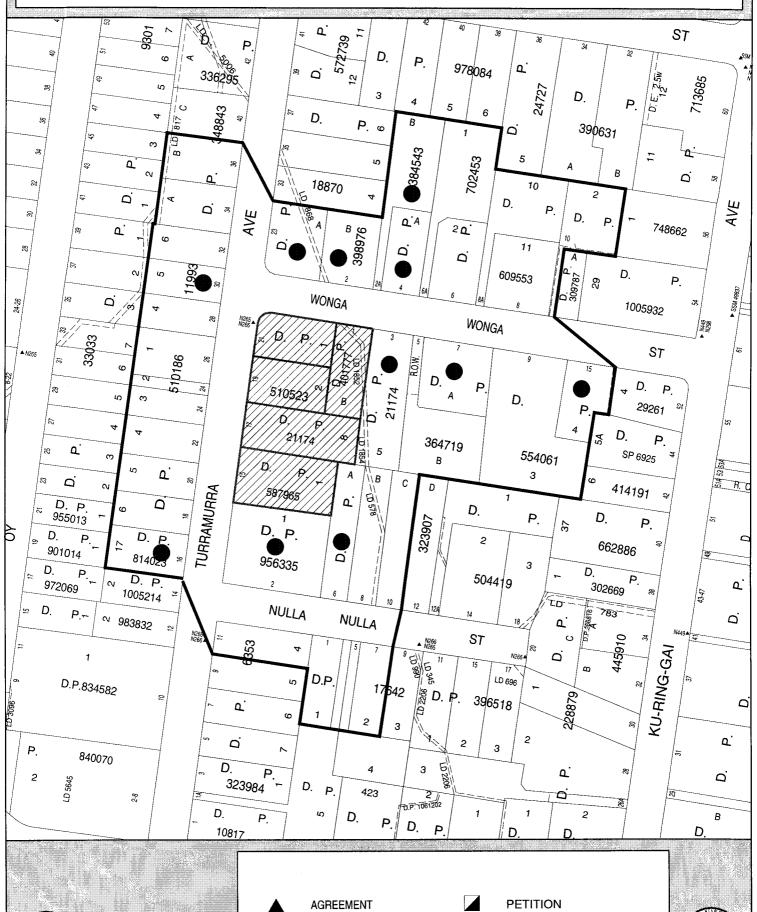
Site elevations and colourbond - 637472 Environmental Management Plan - 637473

Confidential - Landscape plan showing floor plans

Confidentials

LOCATION SKETCH

15-21 Turramurra Ave & 1 Wonga Wonga St, TURRAMURRA **DEVELOPMENT APPLICATION No 68/06**





Scale: 1:2000

07-07-2006





OBJECTION

SUBJECT LAND



SUBMISSION

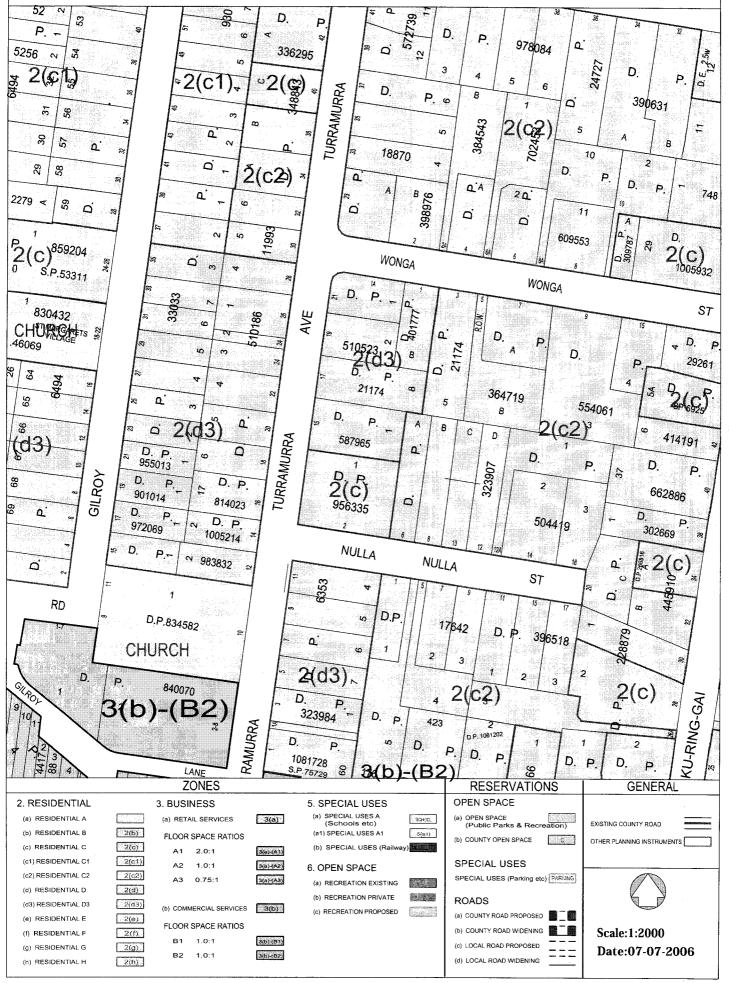


CIRCULATED AREA



Zoning Extract

15-19 Turramurra Avenue & 1-1A Woonga Wonga Street, Turramurra

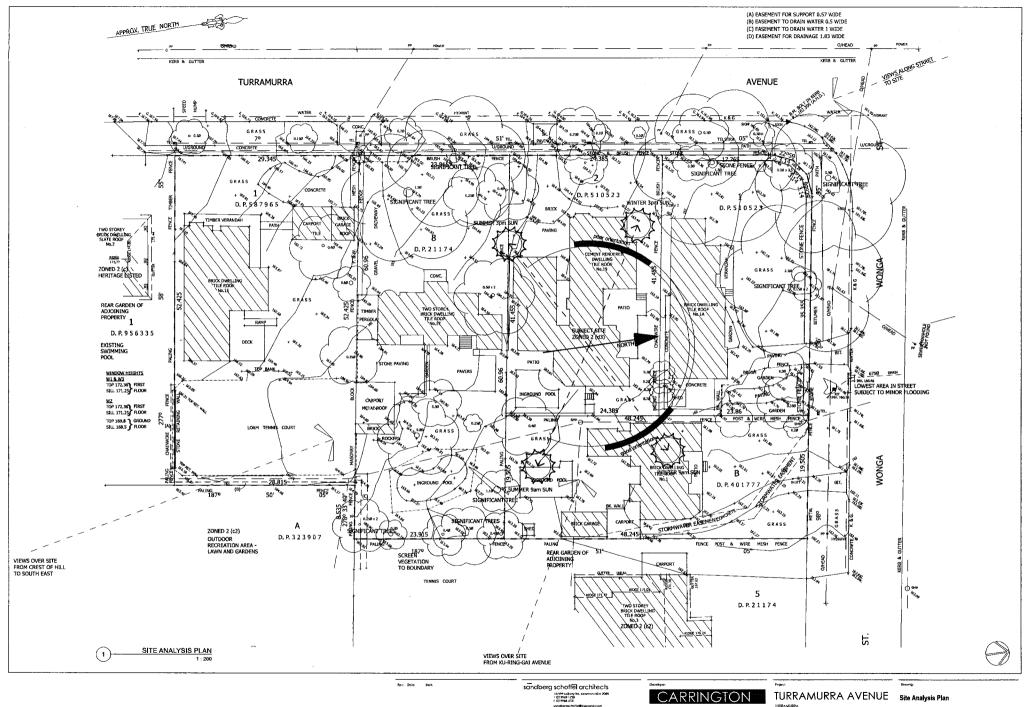






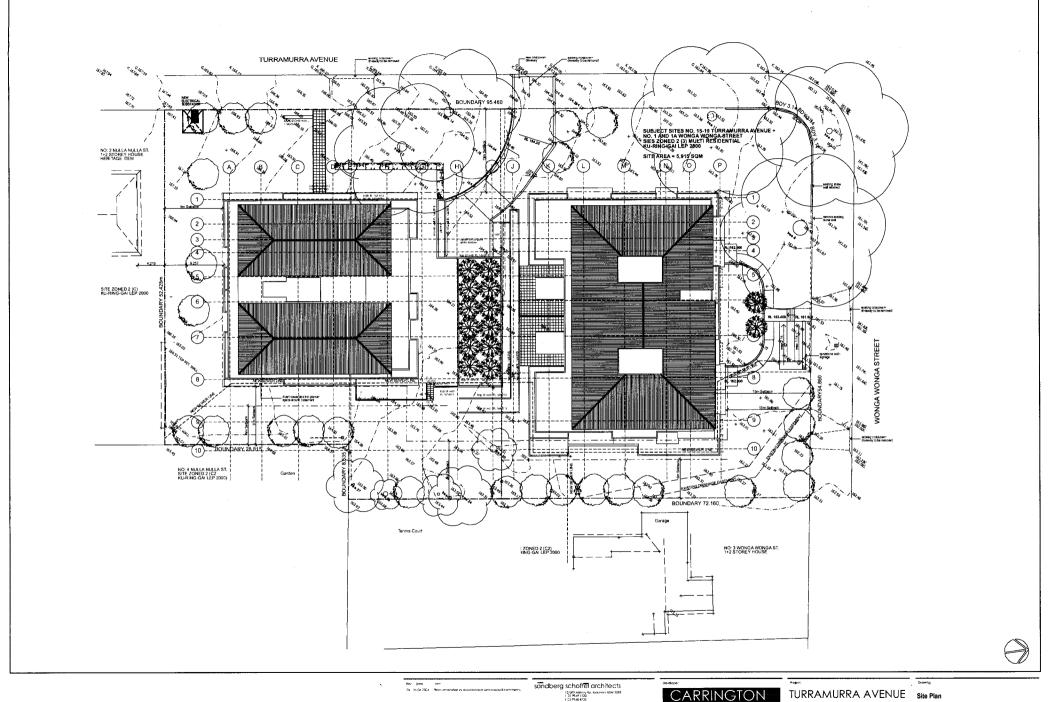
APARTMENTS: TURRAMURRA AVENUE AND WONGA WONGA STREET TURRAMURRA

CARRINGTON TURRAMURRA AVENUE Cover Sheet



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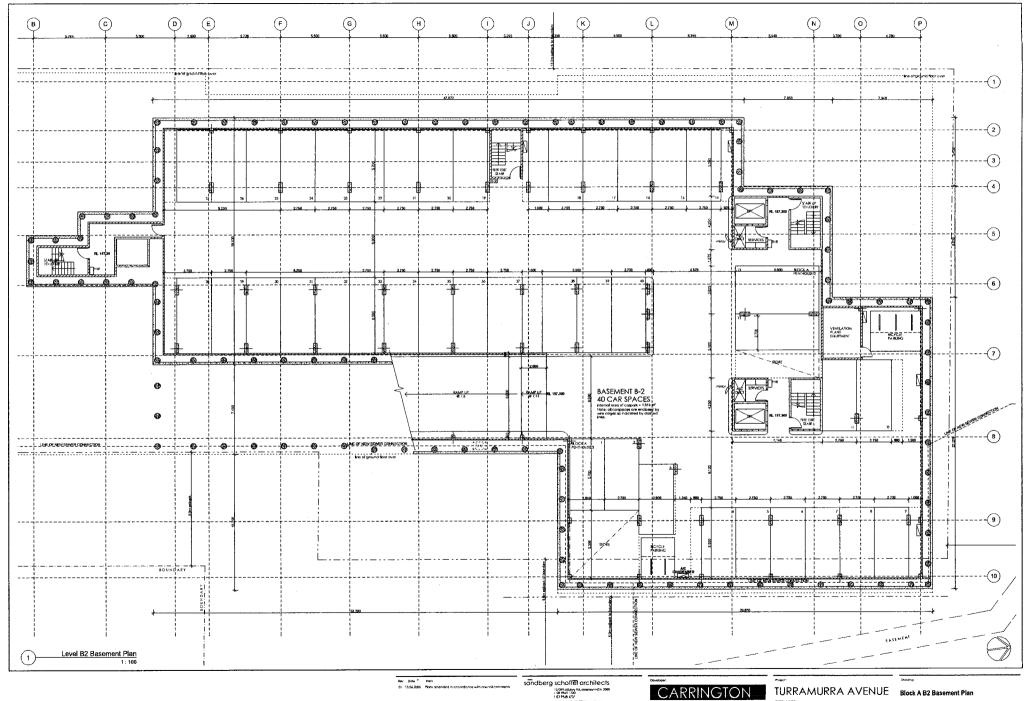


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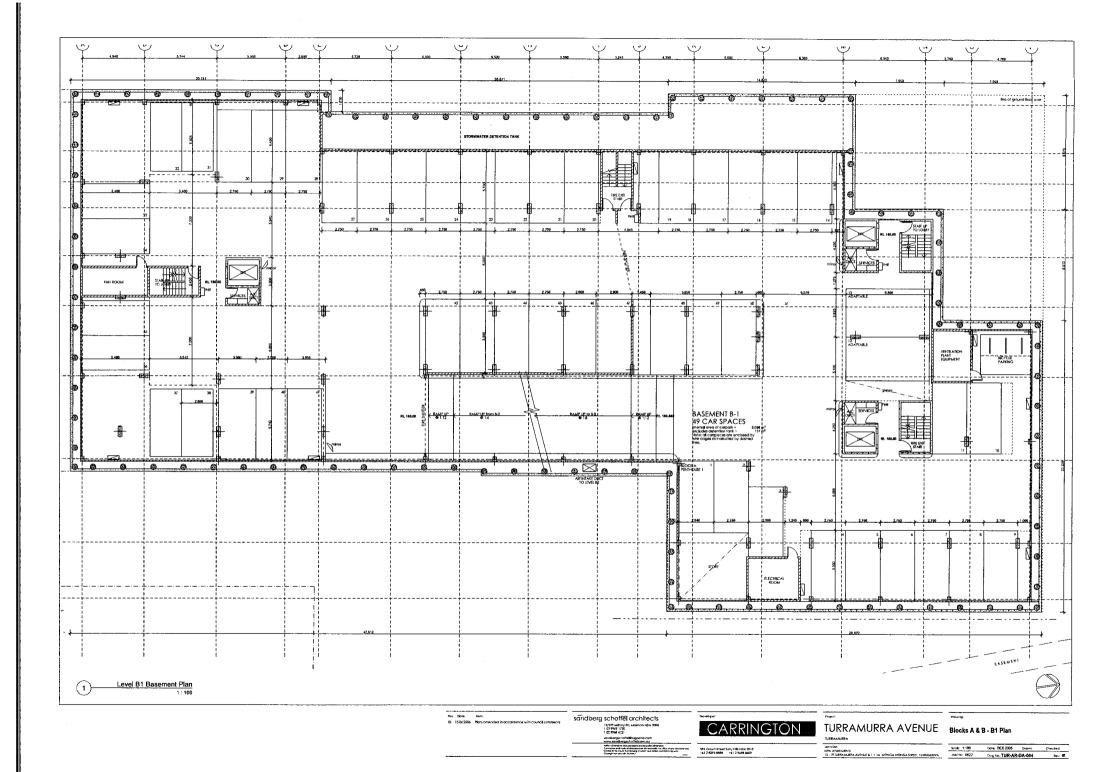
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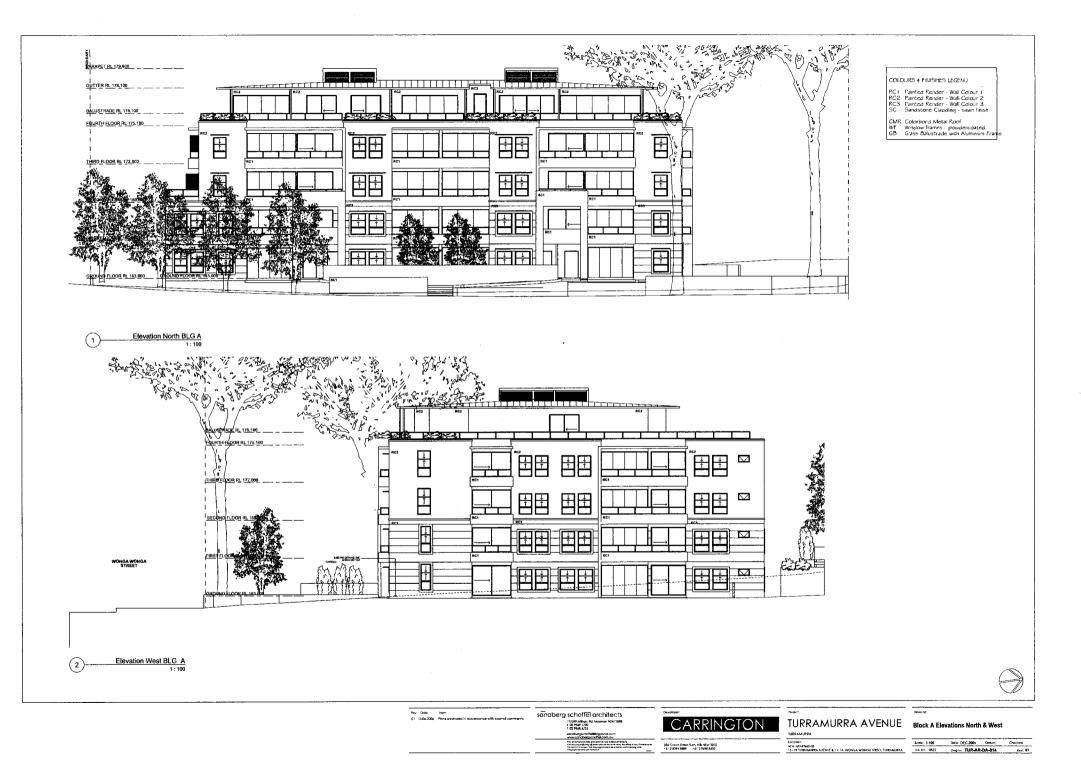
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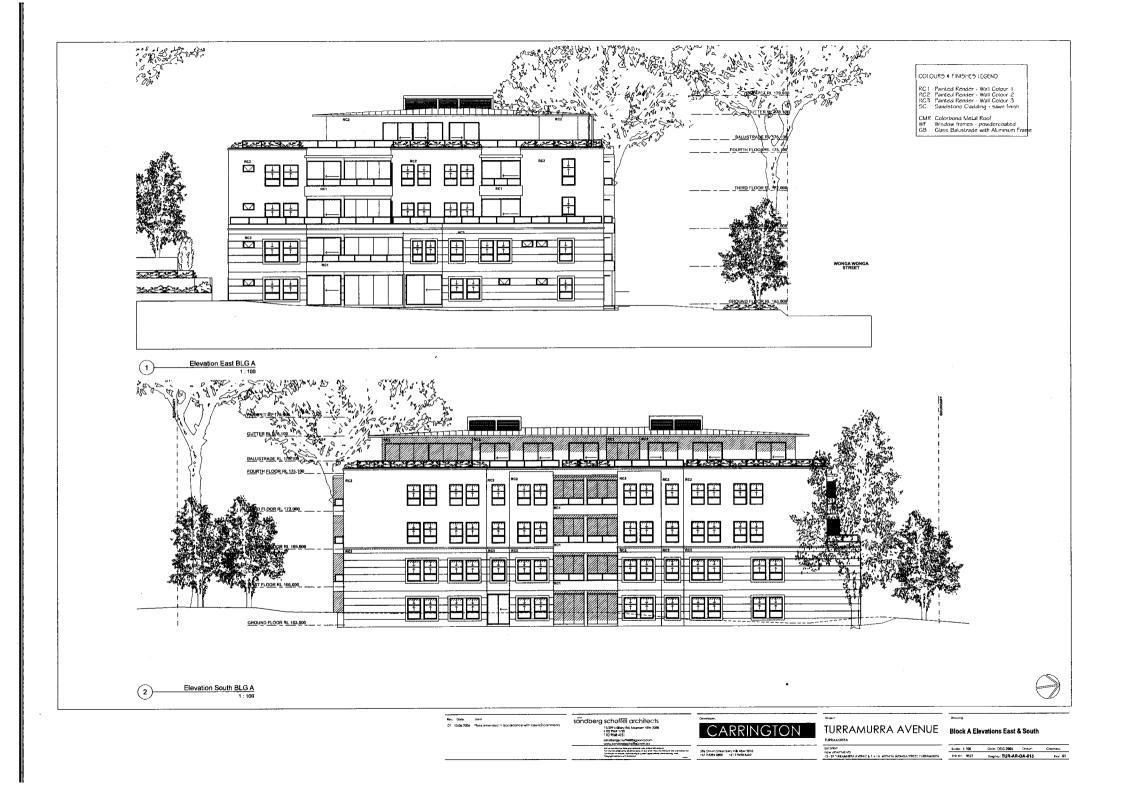
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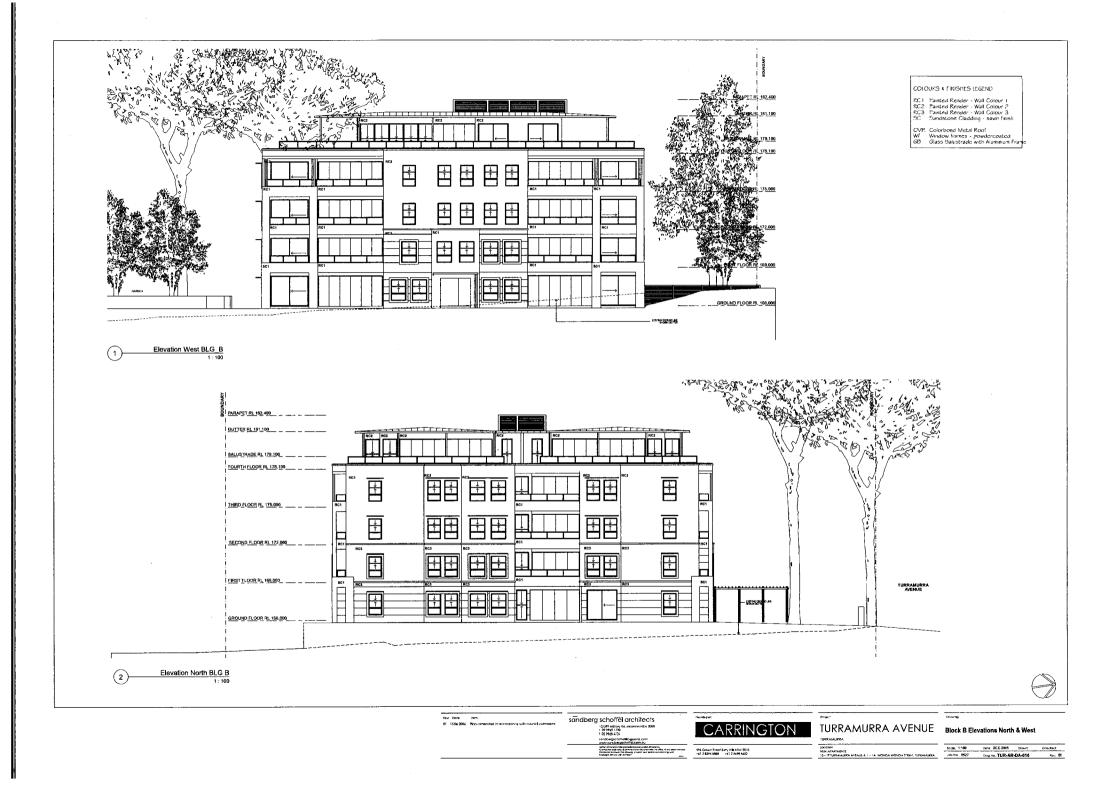


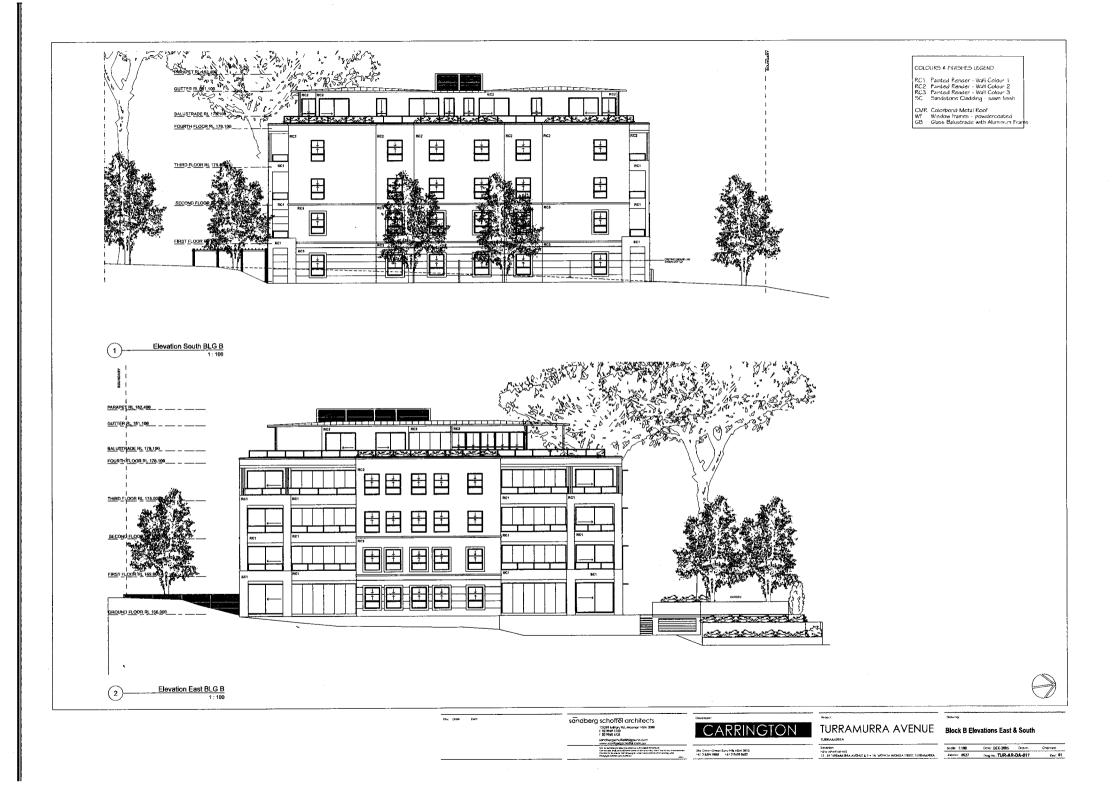
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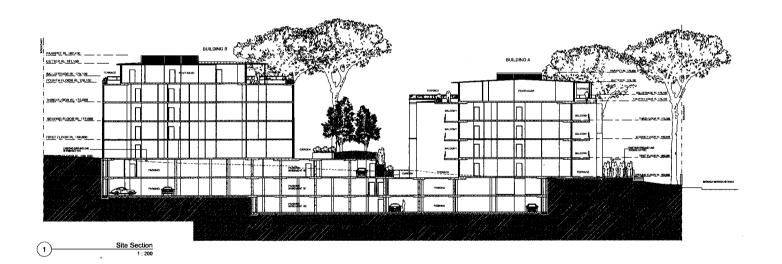












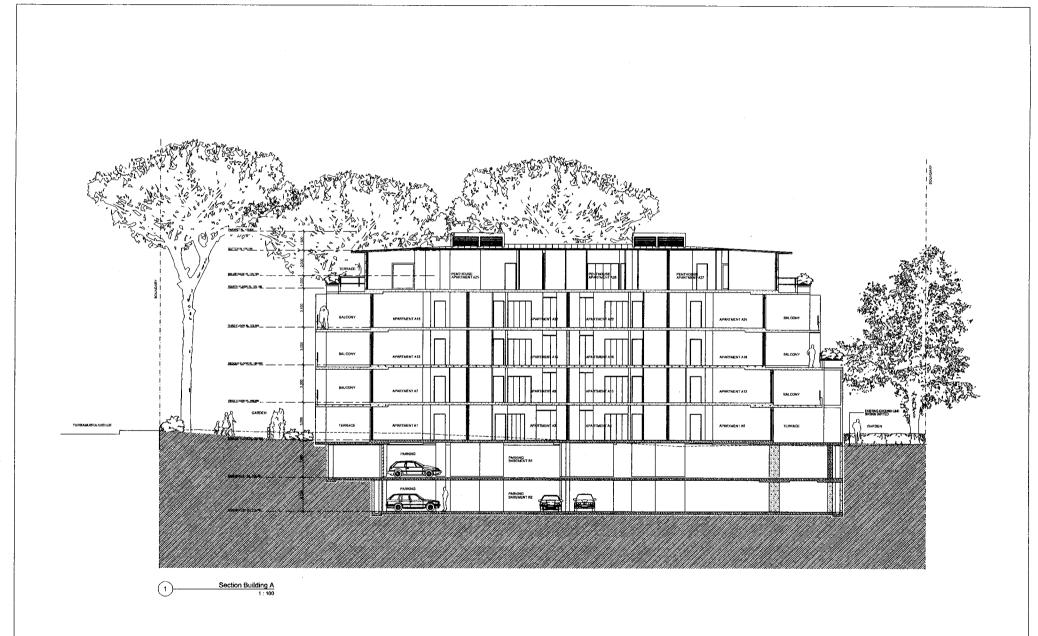
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TURRAMURRA AVENUE

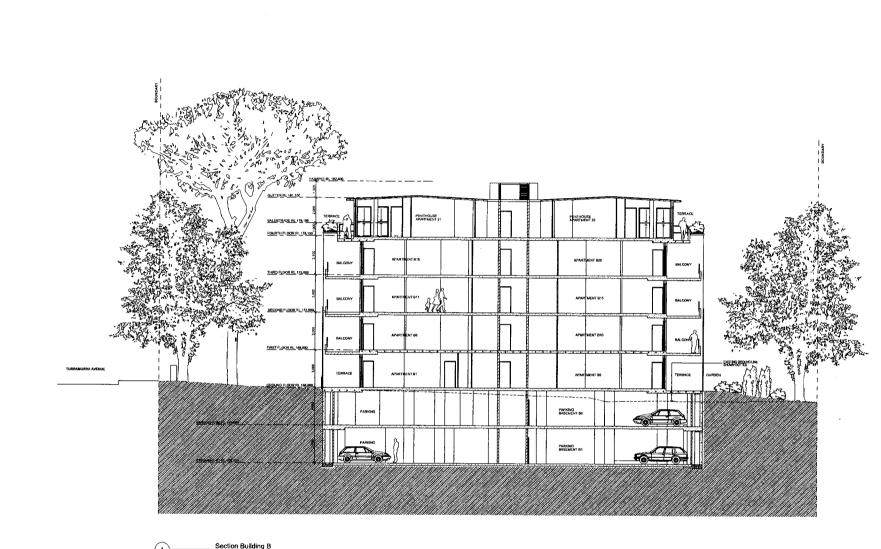
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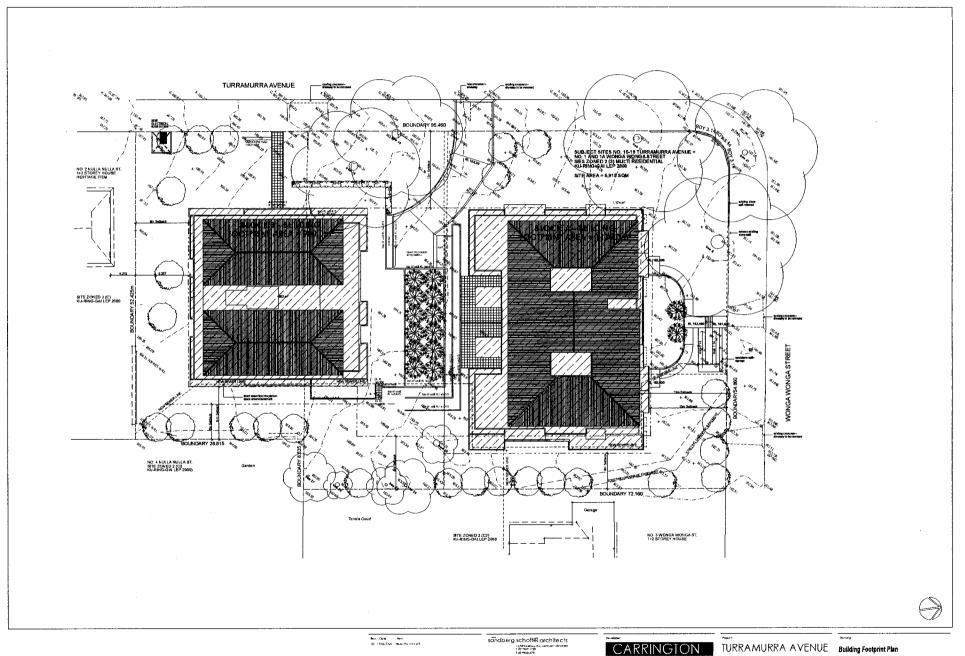
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Section Building B 1:100

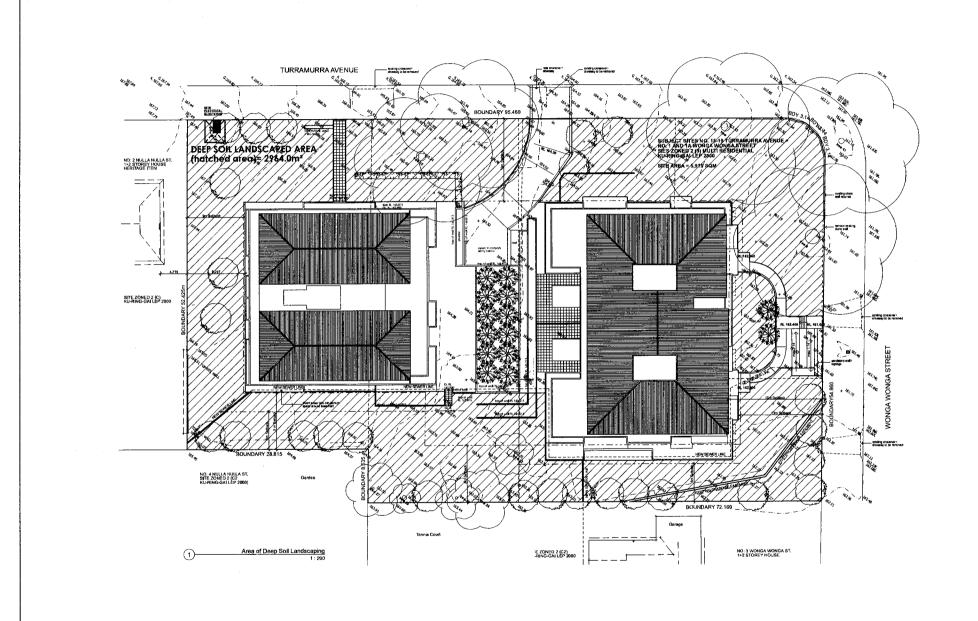


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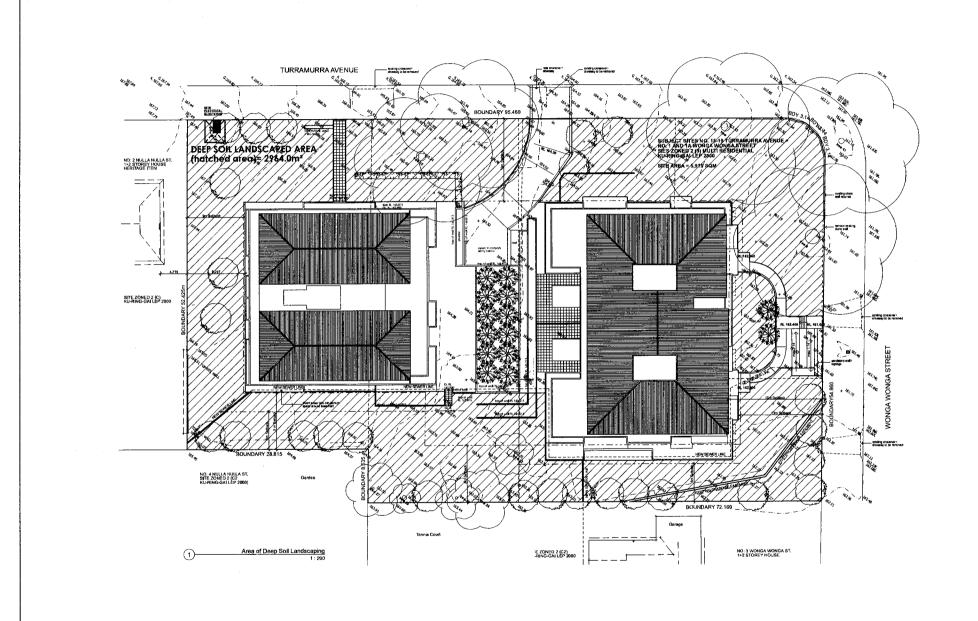


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TURRAMURRA AVENUE Area of Deep Soil Landscaping

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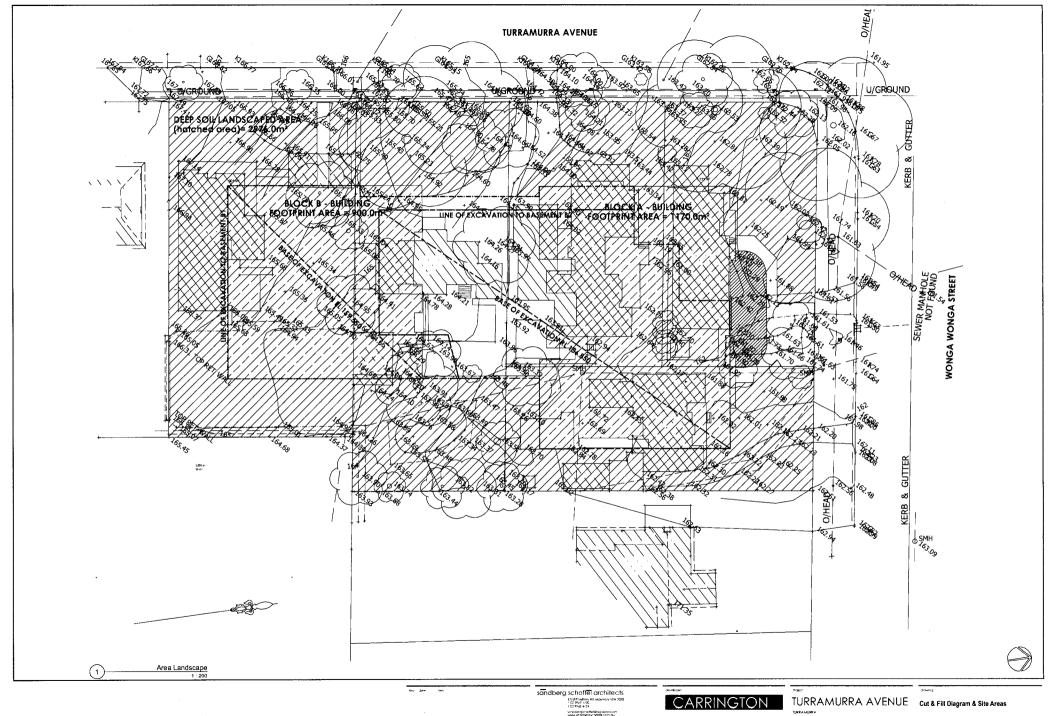


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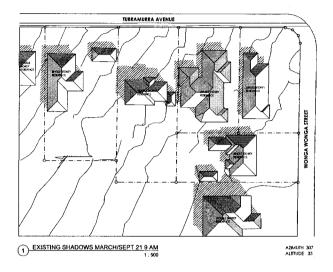
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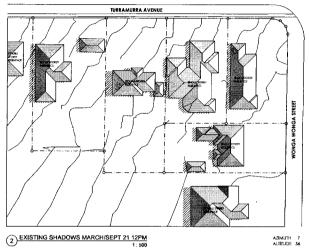
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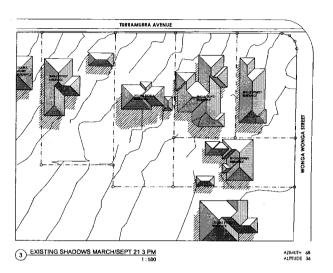
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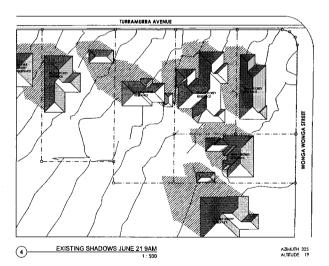


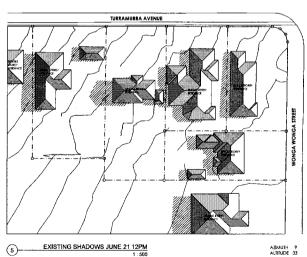
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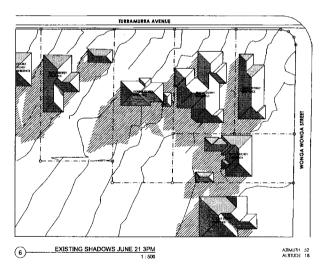










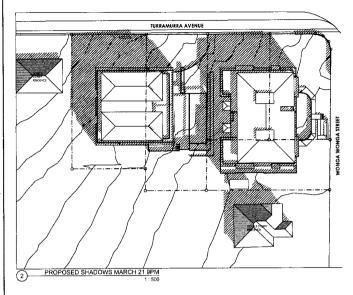


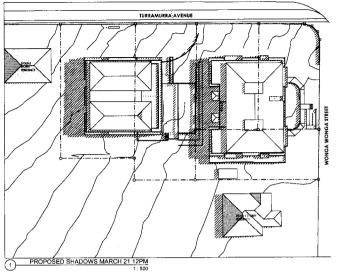


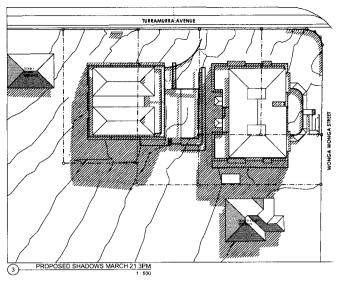
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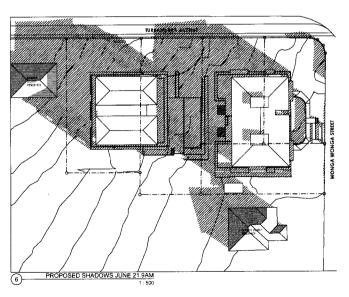
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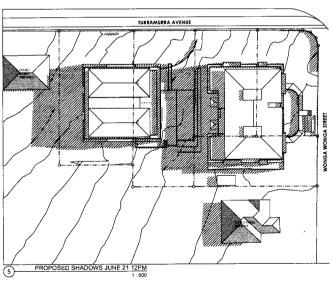
TURRAMURRA AVENUE Existing Shadows

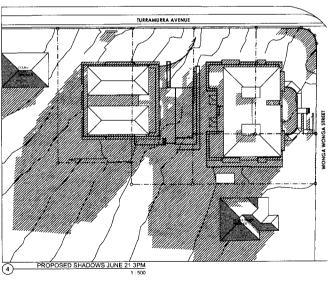














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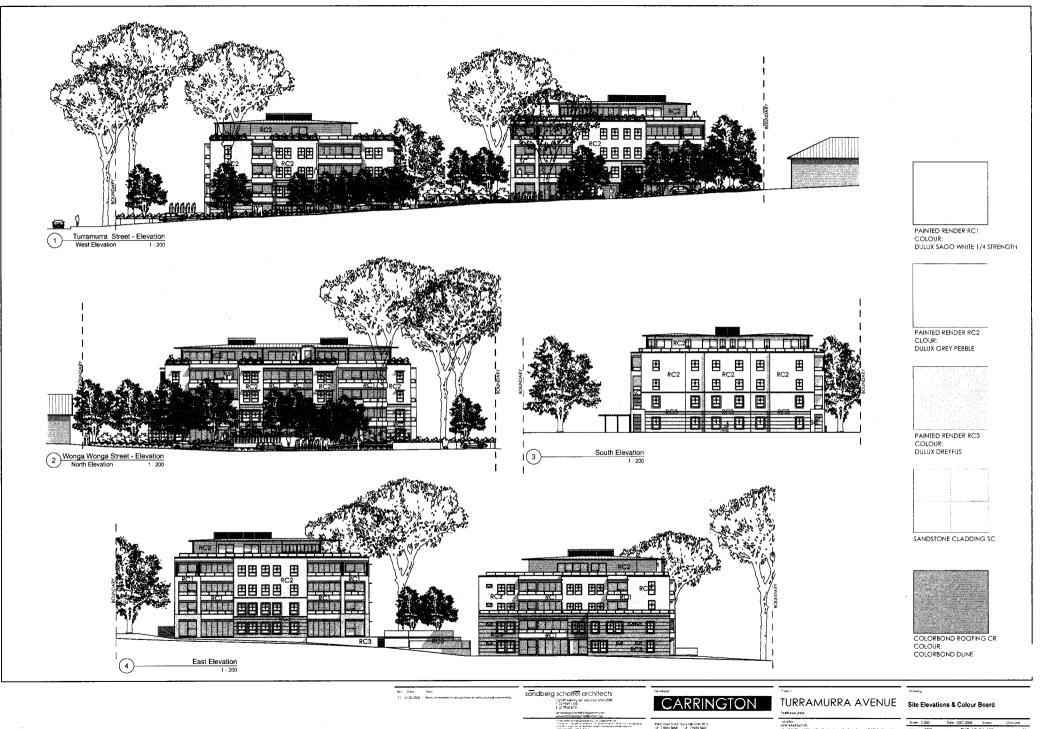
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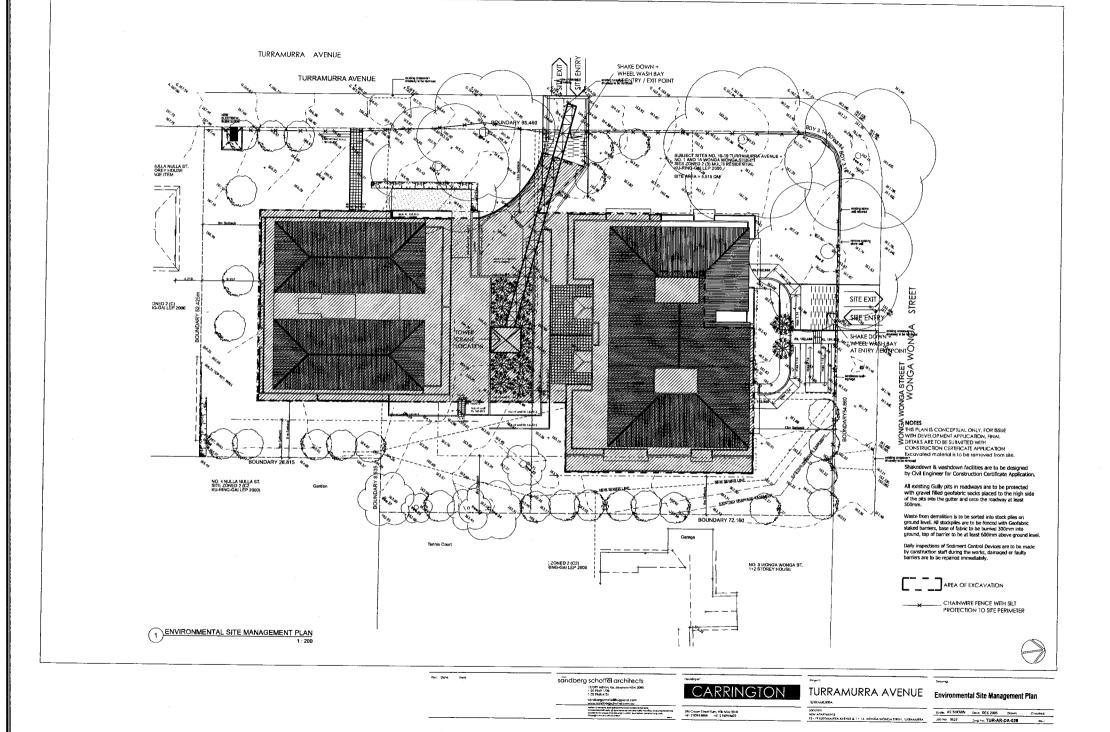
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CARRINGTON TURRAMURRA AVENUE Proposed Shadows





DEVELOPMENT APPLICATION

SUMMARY SHEET

REPORT TITLE: 66 ROSEVILLE AVENUE,

ROSEVILLE - FIRST FLOOR

ADDITION AND ALTERATIONS TO

GROUND FLOOR

WARD: Roseville

DEVELOPMENT APPLICATION N^{O} : 426/06

SUBJECT LAND: 66 Roseville Avenue, Roseville

APPLICANT: Lindsay Little & Associates Pty Ltd

OWNER: Mr & Mrs Waggett

DESIGNER: Lindsay Little & Associates Pty Ltd

PRESENT USE: Residential

ZONING: 2(a)

HERITAGE: No

PERMISSIBLE UNDER: Ku-ring-gai Planning Scheme Ordinance

COUNCIL'S POLICIES APPLICABLE: KPSO, DCP 40, DCP 43, DCP 47, DCP

38

COMPLIANCE WITH CODES/POLICIES: No

GOVERNMENT POLICIES APPLICABLE: SEPP 55

COMPLIANCE WITH GOVERNMENT POLICIES: Yes

DATE LODGED: 10 May 2006

40 DAY PERIOD EXPIRED: 19 June 2006

PROPOSAL: First floor addition and alterations to

ground floor

RECOMMENDATION: Approval

DEVELOPMENT APPLICATION NO 426/06

PREMISES: 66 ROSEVILLE AVENUE, ROSEVILLE

PROPOSAL: FIRST FLOOR ADDITION AND

ALTERATIONS TO GROUND FLOOR LINDSAY LITTLE & ASSOCIATES PTY LTD

APPLICANT: LINDSAY LITTLE & ASS OWNER: MR & MRS WAGGETT

DESIGNER LINDSAY LITTLE & ASSOCIATES PTY LTD

PURPOSE FOR REPORT

To determine development application No.426/06, which seeks consent for a first floor addition and alterations to ground floor of an existing dwelling house.

This matter has been called to full Council by Councillor Shelley.

EXECUTIVE SUMMARY

- The proposal is for alterations and additions to an existing two storey dwelling house.
- Issues relate to streetscape impacts, overshadowing, solar access and proximity of the proposed development to the south-western site boundary adjoining No.64 Roseville Avenue.
- One (1) objection received from No.64 Roseville Avenue Roseville.
- Proposal has been assessed in accordance with Section 79C of the Environmental Planning & Assessment Act 1979.
- Approval, subject to conditions.

HISTORY

- Development application DA508/01 was approved by Council on 18 June 2001 for alterations and additions to the existing dwelling, including a double carport in front of the established building line, an in-ground swimming pool and a rear timber deck.
- Development application DA1142/05 was approved by Council on 29 November 2005 for the alterations and additions to the ground floor of the existing dwelling house.

THE SITE AND SURROUNDING AREA

The site

Zoning: 2(a) Visual Character Study Category: 1920-1945 Lot Number: 17 9544 DP Number: Heritage Affected: No Integrated Development: «Yes/No» Bush Fire Prone Land: No Endangered Species: No Urban Bushland: No

Contaminated Land: No

SITE DESCRIPTION

The subject site has a total area of 1043m^2 and is rectangular in shape. Current improvements include a single storey Californian Bungalow, with a dominant front gable and a detached double carport to the front of the dwelling. The prevailing character of the street consists of variety of one and two storey dwellings of different ages and architectural styles. Some dwellings also have first floor additions, mainly incorporated within the existing roof space.

The surrounding area has been developed for residential purposes and contains a mix of different forms of dwelling houses.

THE PROPOSAL

The proposal is for alterations and additions to the existing single storey dwelling. Details of the proposed development are as follows:

- demolition of rear deck, addition to the ground floor; which includes, kitchen, dining, alfresco area and internal alteration to existing ground floor.
- construction of first floor addition; which includes three bedrooms, bathrooms and new roof. The first floor is mainly incorporated within the new roof, with the addition of a window to the front gable and two dormer windows to both sides of the first floor addition.

CONSULTATION - COMMUNITY

In accordance with Council's Notification DCP, adjoining owners were given notice of the application.

One (1) objection was received as follows:

No.64 Roseville Avenue - Mr Anthony D'Arcy & Ms Kristin Stammer

Overshadowing of balcony, north-east facing wall and north-east facing rooms, including dining room and a sitting room.

Obstruction of views of the sky line especially from the dining room, lounge and other rooms.

The topographical and elevational shadow diagrams demonstrate that No.64 Roseville Avenue will still receive 4 hours of solar access between 9am to 3pm on 22 June. Consequently, natural light and solar access will not be compromised. The proposal allows for adequate daylight, sunlight and ventilation to living areas and private open spaces of neighbouring dwellings in accordance with DCP 38.

The views affected are predominantly district views to the north-eastern elevation. There is a balcony and windows to a sitting room and a bedroom along the north-east elevation of No.64 Roseville Avenue. The existing roof of subject site obscures these district views and as a result there are no views enjoyed currently from these areas. District views are also enjoyed

from bedroom and study windows on the upper floor of No.64 Roseville Avenue. These views will be retained.

DCP 38 allows a maximum roof height for a single storey dwelling of 5 metres and 3 metres for a two storey dwelling. The proposal fails to comply with the prescribed roof height for a two (2) storey development. It should be noted that the subject development, when viewed from No.64 Roseville Avenue, is single storey in appearance where a 5 metres roof height or a second storey could be reasonably applied to that part of the dwelling. Consequently, the proposed roof height will have minor impact and is considered acceptable.

The dormer windows will afford direct overlooking of the dining room and balcony.

The first floor addition is set back 3.8-4 metres and 2.8 metres (dormer window) from No.64 Roseville Avenue. This distance is considered acceptable as it does not materially impact on privacy/amenity of the adjoining property. The proposed dormer window along the southwestern property boundary on the upper floor is a small window to a bathroom and is not directly opposite windows of the adjoining property at No.64 Roseville Avenue. **Condition No 22** also requires that this window be of obscure glazing. The distance of the rear portion of the ground floor along the side boundary with No.64 Roseville Avenue remains largely as existing and this setback will not have an unreasonable impact on the privacy/amenity of the adjoining property.

Potential damage to an existing tree on No. 64 Roseville Ave (south-western boundary of the subject site).

No trees or shrubs will require removal. Foliage from a *Murraya paniculata* (Orange Jessamine), located within No. 64 Roseville Avenue, that formerly overhung the dwelling's roof has been pruned back to the gutter line. No additional pruning is required to carry out the proposed first floor addition.

Conditions Nos 19 and 20 are recommended to ensure protection of trees on site.

CONSULTATION - WITHIN COUNCIL

Landscaping Assessment Officer

Council's Landscape Assessment Officer had no objection to the development, subject to recommended **Conditions Nos 19, 20** and **21**.

Development Engineer

Council's Development Engineer raised no objection, subject to **Conditions Nos 12, 13, 14, 15** and **27.**

PROVISIONS OF RELEVANT LEGISLATION

The Environmental Planning & Assessment Act 1979 Section 79C

The relevant matters for consideration are set out below.

Environmental planning instruments

This application is Local Development under Part 4 of the Environmental Planning & Assessment (Amendment) Act and the proposal requires development consent under the Ku-ring-gai Planning Scheme Ordinance.

Ku-ring-gai Planning Scheme Ordinance (KPSO)

Clause 46(2) of the Ku-Ring-Gai Planning Scheme Ordinance limits the height of residential dwellings to 8 metres. The proposal complies with the 8 metres standard.

Clause 60C(2) of the Ku-Ring-Gai Planning Scheme Ordinance permits a maximum of 60% of the site as "Built-Upon Area". The application complies with this requirement at 44%.

There are no other specific prescriptive controls in relation to residential development in the KPSO, however, the aims and objectives of the ordinance as outlined in Schedule 9 are applicable to this application and are summarised below:

a. Streetscape

The proposed development is not considered to result in a detrimental impact on the amenity and environmental character of the residential zone. The soft landscaping component is considered acceptable. There is also adequate existing and proposed vegetation to maintain a reasonable level of privacy to adjoining and adjacent properties and to complement the existing streetscape.

The proposal is largely consistent with the existing character and scale of buildings on adjoining properties. The development will not result in any adverse impacts in terms of overshadowing, loss of views or privacy and, as such, is satisfactory.

The additional scale and bulk of the proposal (within the existing roof area) is compatible with the character of the locality and will not have an adverse impact on surrounding properties or the streetscape.

b. Building form

The bulk and scale of the proposal are considered to be compatible with those of adjoining developments. The second floor addition within the roof space will not adversely detract from the amenity of any adjoining properties.

The Visual Character Study identifies the area as being of the 1920 to 1945 era in terms of built form. Noting the style of the existing dwelling, this will not greatly change by virtue of the proposal. The proposal will still be consistent with the character of existing and adjoining dwellings within the surrounding area.

c. Open Space and landscaping

The subject site is within an area that is characterised by large dwellings, which are complemented within significant open spaces, garden areas and landscaping. The proposal is compatible with the predominant landscape quality of the locality.

d. Privacy and security

The proposed dormer windows along the south-western and north-eastern elevations will not result in any loss of privacy to adjoining properties.

Adjoining dwellings to the north and south (Nos.68 and No.64 Roseville Avenue) are adequately separated by existing vegetation and fencing. Also, the level of the land on the subject site is up to 2.3 metres lower than that of No.64 Roseville Avenue.

Accordingly, the proposal will not have any unreasonable privacy impacts.

e. Water management

The site coverage of 44% is well within the maximum 60% permitted by the Ku-ring-gai Planning Scheme Ordinance. The development minimises discharge impacts on adjoining properties by draining the stormwater to the existing kerb and gutter at Roseville Avenue. No objections are raised by Council's Engineers and this matter is also addressed by relevant conditions contained in the recommendation.

STATUTORY PROVISIONS

State Environmental Planning Policy No 55 - Remediation of Land

The provisions of SEPP 55 require Council to consider the potential for a site to be contaminated. The subject site has a history of residential use and, as such, it is unlikely to contain any contamination and further investigation is not warranted in this case.

Ku-ring-gai Planning Scheme Ordinance (KPSO)

COMPLIANCE TABLE			
Development Standard	Proposals Numeric Compliance	Complies	
Site Area: 1034m ²			
Minimum size allotments			
• Site Area: 790m ² (min)	1034m^2	YES	
• Site Width: 18.29m (min)	15m	NO	
• Height: 8m or 2storey (max)	5.3m or 2 storey	YES	
Building height 8m (max)	5.3m	YES	
Built-upon area	44% (461m²)	YES	
60 %(625.8m ²)(max)			

Aims and objectives for residential zones:

The development will retain satisfactory levels of solar access and privacy to surrounding properties, is of a bulk, scale and design that is sympathetic to the characteristics of the area, maintains adequate levels of soft landscaping, provides suitable egress/ingress for vehicles and maintains the landscape quality of the municipality.

Consequently, it will satisfy the aims and objectives for residential development set out under Schedule 9.

POLICY PROVISIONS

Development Control Plan No 38 - Ku-ring-gai Residential Design Manual

	COMPLIANCE TABLE	
Development Control	Proposals Numeric Compliance	Complies
4.1 Streetscape:	· · · · · · · · · · · · · · · · · · ·	
Building setbacks		
Front setback		
14m (Ave) – 75% front elevation	10.6m (remains as existing)	NO
12m (min) – 25% front elevation	10.6m (remains as existing)	NO
Side setback:		
Ground floor: 2m(min)	South-west elevation	NO
	900mm	
	North-east elevation	YES
	2.4m	
1 st floor: 2.5m (min)	South-west elevation	NO
	2.4m – 4m	
	North-east elevation	YES
	7m – 3.8m	1123
	7 III — 3.6 III	
Rear setback: 17.1m(min)	34m	YES
4.2 Building Form:		
FSR 0.36 :1 (378.6m ² max)	0.35:1	YES
Height of building		
2 storey (max) and	2 storey within roof space	YES
7m (site $<20^{\circ}$ slope)	5.3m	YES
Building height plane		
45 ^o from horizontal at any point 3m	2.3m ² encroachment (north-east elevation)	NO
above boundary	1.6m ² encroachment (south-west elevation)	
First floor		
FSR: < 40% total FSR	31%	YES
Roof Line		
Roof height	_	
(5m – single storey)	3m	YES
$(3m - two^+ storey)$	2.0	
Roof pitch 35 ⁰ (max)	33 ⁰	YES
Dormer control		
>200mm below main roof ridge	1m below main ridge of the proposed hipped	YES
	roof	
0	0 . 1 . 2007 . 6.1 . 1 . 6	\$7EC
Occupies<20% face of roof or slope	Occupies more less 20% of the hipped roof or	YES
	slope	

	COMPLIANCE TABLE	
Development Control	Proposals Numeric Compliance	Complies
4.1 Streetscape:		
Built-upon area		
52% (537.6m ²) (max)	44% (461m ²)	YES
Unrelieved wall length	23m on north-east and south-west elevations	NO
12m single storey & 8m two storey		
Solar access		YES
4h solar access to adjoining	4 hours solar access to adjoining properties	
properties between 9am to 3pm	between 9am to 3pm	
4.3 Open space & landscaping:		
Soft landscaping area		
48% (974m²) (min)	56%	YES
Tree replenishment		
7 Trees required	Condition of consent and the existing trees on-	YES
-	site satisfies this control	
Useable open space		
Min depth 5m and min area 50m ²	Depth 14m /Area 150m ²	YES

Part 4.1 - Streetscape:

The objectives of Clause 4.1.3 relating to side setbacks in this location require an adequate setback for allowing for separation between adjoining buildings; significant landscaping between buildings; softening the visual appearance from neighbouring properties and ameliorating privacy and amenity impacts.

Despite the minor departures, circumstances exist on the site that allow variation of the control for the following reasons:-

- 1. The proposed front setback remains as existing; it does not alter the landscape or the streetscape character of the locality.
- 2. The proposed setback to the alfresco dining area along the south-western elevation extends an extra 3.3metres over the existing paved area towards the rear. This portion of the proposed works faces the side boundary of No.64 Roseville. The proposed alfresco dining area is a single storey structure, with no windows along that elevation. The proposed setback continues the existing side setback and will not reduce current levels of privacy to neighbouring properties.
- 3. The subject allotment is narrow, being approximately 15.2metres in width. The relatively narrow width makes it difficult to achieve the required 2 metres side setback in accordance with DCP 38.

The proposed development is in keeping with the prevailing streetscape character and will not result in any adverse impacts in terms of overshadowing, privacy, amenity or the streetscape.

Part 4.2 - Building form:

The proposed verandah along the south-western elevation (facing No.64 Roseville Avenue) is proposed over an existing paved area. The current wall length of the dwelling along the south-western elevation is 19.7 metres. The proposed verandah extends an extra 3.3m and continues to

maintain the existing side setback of 900mm. The proposed verandah extends the overall length of the wall to 23m on that elevation. The wall length exceeds the maximum allowable wall length by 11 metres. This is considered reasonable as the wall length largely remains the same and given that the subject site is located lower than No.64 Roseville Avenue, only the proposed roof will be visible from No.64 Roseville Avenue.

The proposed wall along the north-eastern elevation is also 23 metres in length facing, No.68 Roseville Avenue. Under DCP 38, the maximum unrelieved wall allowable is 8 metres for a two storey dwelling and 12 metres for a single storey dwelling. The proposed wall exceeds the maximum allowable by 11 metres along the north-eastern elevation. The setback area adjoining this wall is 2.4 metres along the north-eastern boundary. The setback is capable of visually off setting this departure by virtue of adequate setback distance and existing screen planting.

Due to the sloping nature of the site, the unrelieved wall length is virtually imperceptible from the street. The site has a frontage of approximately 15m which lends itself to a long and narrow dwelling design.

The proposal has a total FSR of 0.35:1 and has a first floor area percentage of 31%. The proposal largely complies with the building envelope controls and allows adequate solar access to the development itself and adjoining neighbouring properties. In this circumstance, the wall length along both elevations, whilst it exceeds the maximum control, is acceptable.

DCP 38 allows a maximum roof height for a single storey dwelling of 5 metres and 3 metres for a two storey dwelling. The proposal complies with the prescribed roof height for a two (2) storey development. The subject development, when viewed from No.64 Roseville Avenue, would be single storey in appearance where a 5 metres roof height or a second storey could be reasonably applied to that part of the dwelling.

The encroachment to the building height plane is from the proposed dormer windows (2.3m² northeast elevation and 1.6m² south-west elevation). The encroachments are minor and the dormer windows are well set back from the south-western and north-eastern boundaries. The subject site, due to the slope of the land, is also lower than the property at No.64 Roseville Avenue. The encroachments will not adversely affect solar access to the adjoining properties nor will they result in excessive bulk and scale.

Consequently, the minor encroachment of the building envelope control is considered acceptable.

Other DCPs or policies

No other relevant DCPs or policies.

Likely impacts

The proposal is unlikely to have any significant impact on the environment, landscape or scenic quality of the locality, threatened species, populations or ecological communities or their habitats or any other protected fauna or protected native plants.

Suitability of the site

The site is of sufficient size and shape to accommodate the proposed development. It is not subject to hazards such as bushfire, flooding, landslip and contamination and all necessary urban services are available. It is considered that the proposed works are largely compatible with those found in the locality and will not have an adverse impact on the subject site, adjoining properties or surrounding development.

Having considered the existing streetscape and the size and scale of the surrounding developments and the nature of external finishes and materials the immediate locality, the proposal is in keeping with the area.

Any submissions

The submission has been addressed.

Public interest

Relevant public interest issues have been considered. Approval of the application will not compromise the public interest.

Any other relevant matters considerations not already addressed

There are no other matters for consideration.

CONCLUSION

The application has been assessed having regard to the provisions of the Environmental Planning and Assessment Act 1979 (as amended), the Ku-Ring-Gai Planning Scheme ordinance and Development Control Plan No 38 (Residential Design Manual). It is considered that the application substantially addresses the relevant requirements of these documents and will not result in significant impacts to adjoining properties.

RECOMMENDATION

Pursuant to Section 80(1) of the Environmental Planning and Assessment Act, 1979

THAT the Council, as the consent authority, grant development consent to DA 426/06 for alterations and additions on land at No. 66 Roseville Avenue, Roseville for a period of two (2) years from the date of the Notice of Determination, subject to the following conditions:

GENERAL CONDITIONS

1. The development to be in accordance with Development Application No 426/06 and Development Application plans prepared by Lindsay Little & Associates Pty Ltd, reference number 2998/06, sheets 1 of 2 and 2 of 2, dated 20 March 2006 and lodged with Council on 10 May 2006.

- 2. All building works shall comply with the Building Code of Australia.
- 3. The submission of the approved plans to Sydney Water, before any work is commenced to ensure that the proposed structure meets that Authority's By-Laws. Failure to submit these plans before commencing work will render the owner liable to a penalty and may result in the demolition of work.
- 4. For the purpose of ensuring the compliance with the terms of the approval, an approved copy of the plan and this Consent and Construction Certificate shall be kept on site at all times.
- 5. For the purpose of safety and amenity of the area, no building materials, plant or the like are to be stored on the road or footpath without the written approval being obtained from the Council beforehand. The pathway shall be kept in a clean, tidy and safe condition during building operations. Council reserves the right, without notice, to rectify any such breach and to charge the cost against the applicant/owner/builder, as the case may be.
- 6. HOURS OF WORK: For the purpose of residential amenity, noise generating work carried out in connection with building and construction operation, including deliveries of building materials and equipment, is restricted to the following hours: Mondays to Fridays inclusive: 7.00am to 5.30pm. Saturdays: 8.00am to 12.00 noon. Sundays and Public Holidays: Not Permitted. The use of the following items of plant on the site is also restricted to the abovementioned hours: compressors, bulldozers, power operated woodworking machines, excavators and loaders, jackhammers, Ramset guns, concrete mixers and concrete delivery wagons, hoists, winches, welding and riveting plant.
- 7. Whilst work on Saturdays may be performed until 5.30pm, such work or any associated activities shall not involve the use of any noise generating processes or equipment.
- 8. For the purpose of public safety, a sign shall be erected on the site prior to any work commencing which is clearly visible from a public place stating that unauthorised entry to the site is not permitted and showing the name of the builder or another person responsible for the site and a telephone number for contact outside working hours. The sign may only be removed on satisfactory completion of the works.
- 9. A sign shall be erected in a prominent position on the site which states the name and contact details of the Principal Certifying Authority.
- 10. All excavations shall be properly guarded and protected with hoardings or fencing to prevent them from being dangerous to life and property.
- 11. The applicant is advised that the Construction Certificate plans and specifications must comply with the provisions of the Building Code of Australia.
- 12. Stormwater runoff from new hard surfaces generating runoff or landscaped areas that are not at natural ground level shall be piped to the street drainage system. New drainage line connections to the street system shall conform and comply with the requirements described in

- sections 5.3 and 5.4 of Councils Water Management Development Control Plan 47, available in hard copy at Council and on the Council website.
- 13. Where required, the adjustment of any utility service facilities must be carried out by the applicant and in accordance with the requirements of the relevant utility authority. These works shall be at no cost to Council. It is the Applicants responsibility to ascertain impacts of the proposal upon utility services and Council accepts no responsibility for any matter arising from its approval to this application involving an influence upon utility services provided by another authority.
- 14. All public footways and roadways fronting and adjacent to the site are to be maintained in a safe condition at all times during the course of the development works. A safe pedestrian circulation route and a pavement/route free of trip hazards must be maintained at all times on or adjacent to the public access ways fronting the construction site. Where public infrastructure is damaged, repair works must be carried out when and as directed by Council officers. Where circulation is diverted on to the roadway, clear directional signage and protective barricades must be installed in accordance with AS1742-3 1996 "Traffic Control Devices for Work on Roads". If pedestrian circulation is not satisfactorily maintained, and action is not taken promptly to rectify the defects, Council may undertake proceedings to stop work.
- 15. The provision of temporary sediment and erosion control facilities and measures are to be installed, prior to the commencement of any works on the site to eliminate unnecessary erosion and loss of sediment. These facilities must be maintained in working order during construction works and up to the completion of the maintenance period. All sediment traps must be cleared on a regular basis and after each major storm, and/or as directed by the Principal Certifying Authority and Council officers.
- 16. For the purpose of health and amenity, effective measures are to be taken at all times to prevent any nuisance being caused by noise, vibrations smells, fumes, dust, smoke, waste water products and the like.
- 17. To prevent pollution, all vehicles making a delivery to or from the site are to be covered to prevent loose materials, dust etc falling from the vehicles.
- 18. The applicant shall ensure that at all times during the site works no activities, storage or disposal of materials shall take place beneath the canopy of any tree protected under Council's Tree Preservation Order.
- 19. All builders' refuse, spoil and/or material unsuitable for use in landscape areas shall be removed from the site on completion of the building works.
- 20. The following noxious and/or environmental weed species shall be removed from the property prior to completion of the proposed building works:

Plant Species

Acetosa sagittata (Turkey Rhubarb)

Asparagus densiflorus (Asparagus Fern)

Cinnamomum camphora (Camphor laurel)
Nephrolepis cordifolia (Fishbone fern)
Ochna serrulata (Ochna)
Solanum mauritianum (Wild Tobacco)

CONDITIONS TO BE COMPLIED WITH PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE

- 21. To ensure privacy to No.64 Roseville Avenue, the proposed dormer window along the south-western elevation shall be of obscure glazing. Details shall be submitted to the Principal Certifying Authority prior to the issue of the Construction Certificate.
- 22. The Long Service Levy is to be paid to Council in accordance with the provisions of Section 34 of the Building and Construction Industry Payments Act 1986 prior to the issue of the Construction Certificate.

Note: Required if cost of works exceed \$25,000.00.

- 23. It is a condition of consent that the applicant, builder or developer or person who does the work on this residential building project arrange the Builders Indemnity Insurance and submit the Certificate of Insurance in accordance with the requirements of Part 6 of the *Home Building Act 1989* to the Council or other Principal Certifying Authority for endorsement of the plans accompanying the Construction Certificate. It is the responsibility of the applicant, builder or developer to arrange the Builder's Indemnity Insurance for residential building work over the value of \$12,000 and to satisfy the Council or other Principal Certifying Authority by the presentation of the necessary Certificate of Insurance so as to comply with the applicable requirements of Part 6 of the *Home Building Act 1989*. The requirements for the Builder's Indemnity Insurance does not apply to commercial or industrial building work or for residential work less than \$12,000, nor to work undertaken by persons holding an Owner/Builder's Permit issued by the Department of Fair Trading (unless the owner/builder's property is sold within 7 years of the commencement of the work).
- 24. The Infrastructure Restorations Fee calculated in accordance with the Council's adopted schedule of Fees and Charges is to be paid to the Council prior to any earthworks or construction commencing. The applicant or builder/developer will be held responsible for and liable for the cost any damage caused to any Council property or for the removal of any waste bin, building materials, sediment, silt, or any other article as a consequence of doing or not doing anything to which this consent relates. "Council Property" includes footway, footpath paving, kerbing, guttering, crossings, street furniture, seats, litter bins, trees, shrubs, lawns mounds, bushland, and similar structures or features on road reserves or any adjacent public place. Council will undertake minor restoration work as a consequence of the work at this site in consideration of the "Infrastructure Restorations Fee" lodged with the Council prior to the release of the Construction Certificate. This undertaking by the Council does not absolve the applicant or Builder/developer of responsibility for ensuring that work or activity at this site does not jeopardise the safety or public using adjacent public areas or of making good or maintaining "Council property" (as defined) during the course of this project.

- 25. Prior to commencing any construction or subdivision work, the following provisions of the Environmental Planning & Assessment Act, 1979 (the 'Act') are to be complied with:
 - a. A Construction Certificate is to be obtained in accordance with Section 81A(2)(a) of the
 - b. A Principal Certifying Authority is to be appointed and Council is to be notified of the appointment in accordance with Section 81A(2)(b) of the Act.
 - c. Council is to be notified in writing, at least two (2) days prior to the intention of commencing buildings works, in accordance with Section 81A(2)(c) of the Act.
 - d. Should the development be certified by a Principal Certifying Authority other than Council, a fee for each Part 4A Certificate is to be paid to Council on lodgement of those Certificates with Council.

CONDITIONS TO BE COMPLIED WITH PRIOR TO WORK COMMENCING

26. Prior to the commencement of any work, the Principal Certifying Authority shall be notified in writing of the name and contractor licence number of the owner/builder who intends to carry out the approved works.

CONDITIONS TO BE COMPLIED WITH PRIOR TO THE ISSUE OF THE FINAL COMPLIANCE CERTIFICATE

27. Prior to occupation, issue of an Occupation Certificate or issue of the Final Compliance Certificate, any damaged public infrastructure caused as a result of construction works on the subject site (including damage caused by, but not limited to, delivery vehicles, waste collection, contractors, sub contractors, concrete vehicles) must be fully repaired to the satisfaction of Council Engineers at no cost to Council.

Nabila Sarwary S Segall **Development Assessment Officer Team Leader**

Development Assessment - North

M Prendergast M Miocic
Manager Director

Development Assessment Services Development & Regulation

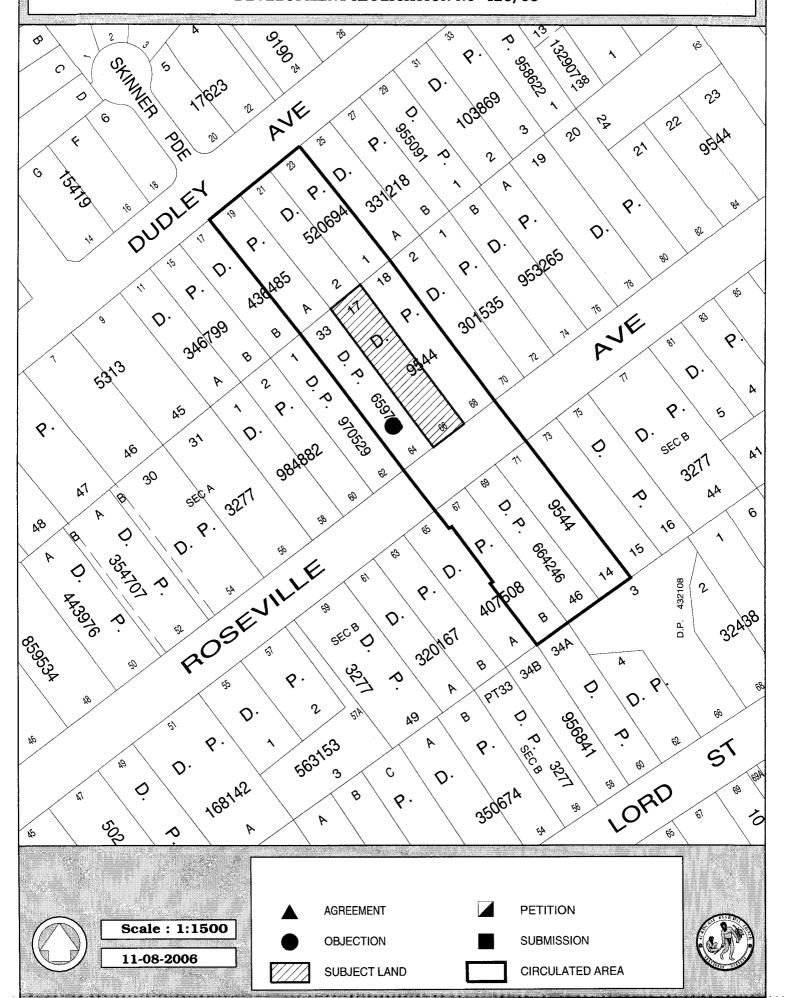
Attachments: Location sketch - 651299

Zoning extract - 651299

Site plan and elevations - 651301 Elevational shadow diagram - 651301 Streetscape perspective - 651301

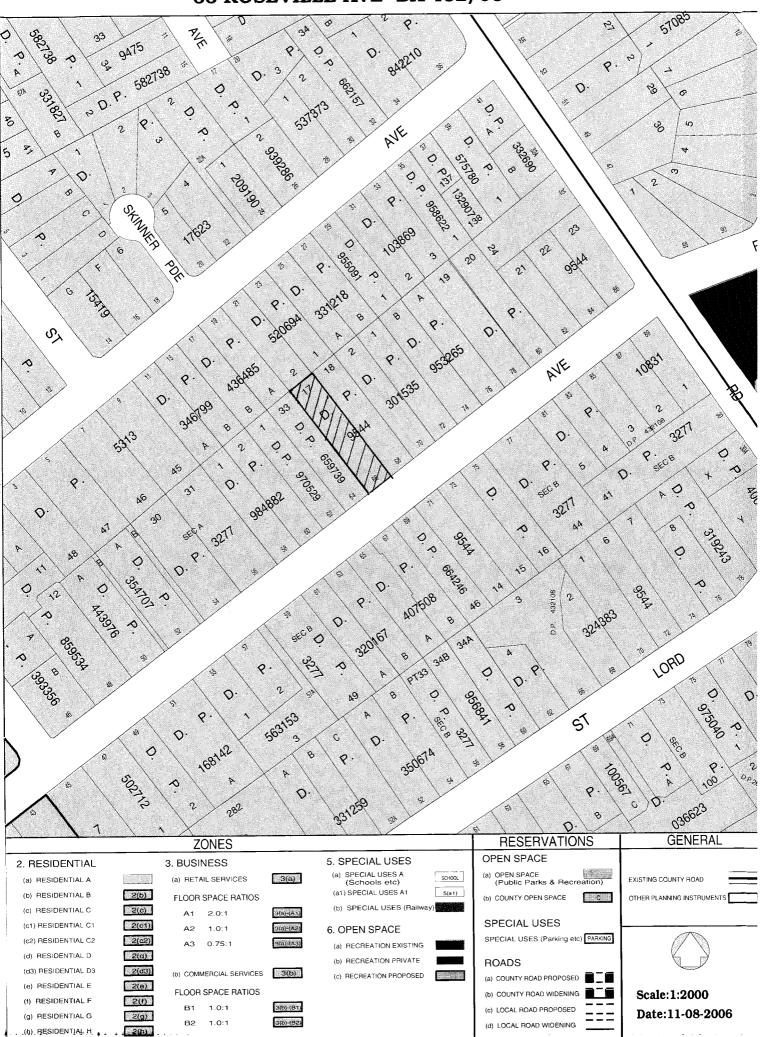
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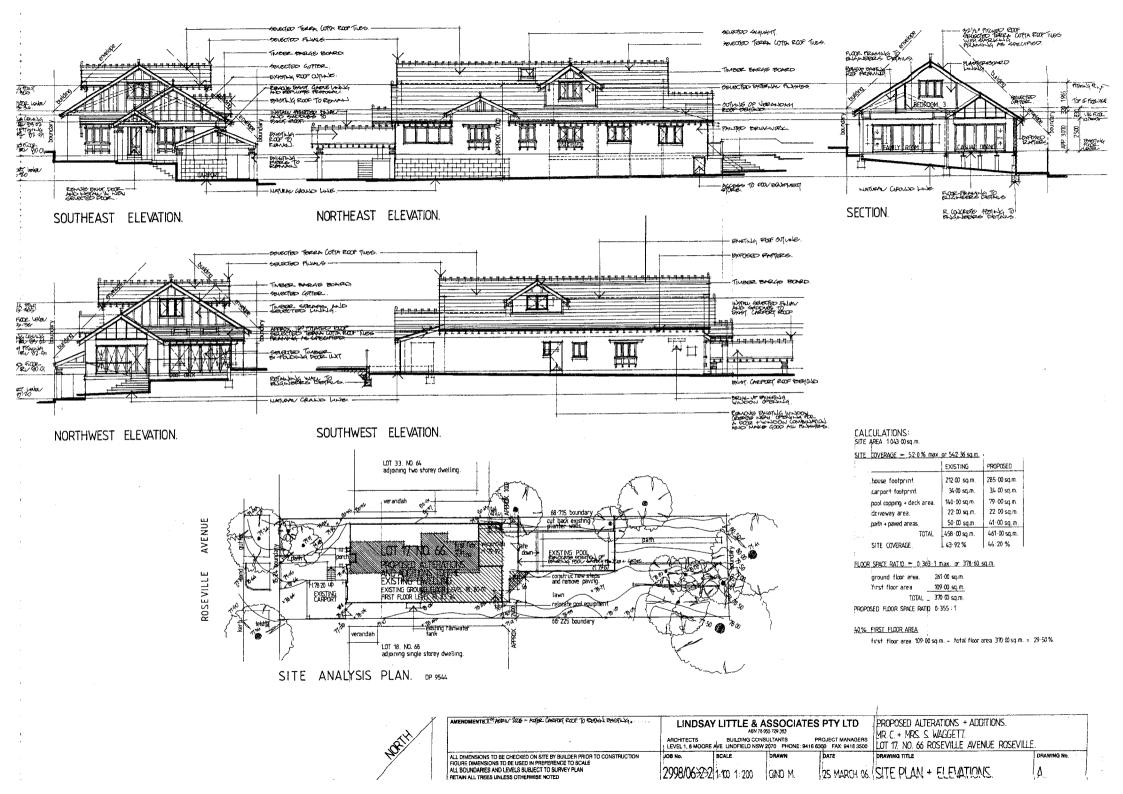
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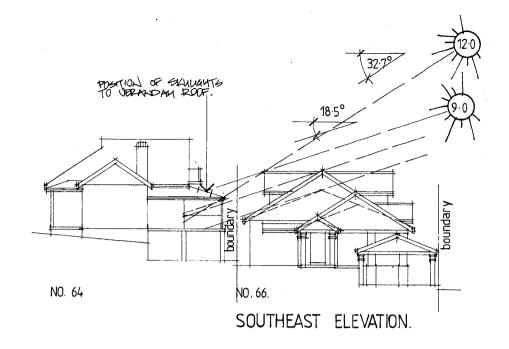


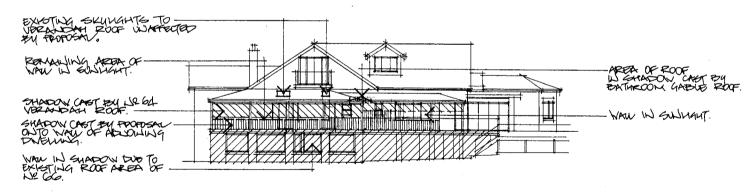
Zoning Extract

66 ROSEVILLE AVE DA 462/06







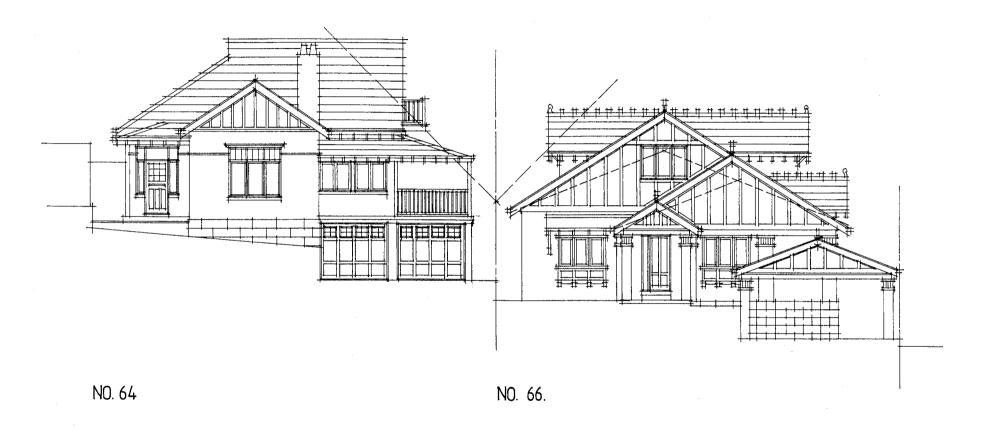


NORTHEAST ELEVATION OF NO. 64 ROSEVILLE AVENUE

PROPOSED ELEVATIONAL SHADOW DIAGRAM AT 9.0am 22nd JUNE.

MR. + MRS. C. WAGGETT. LOT 17. NO. 66 ROSEVILLE AVENUE ROSEVILLE.

SCALE 1:200 DATE 11 APRIL 2006. DRAWN BY GINO. M. JOB NO. 2998/06-4-4.



ROSEVILLE AVENUE STREETSCAPE

MR. C. + MRS. S. WAGGETT. LOT 17. NO. 66 ROSEVILLE AVENUE ROSEVILLE.

SCALE 1: 100 DATE 2 MAY 2006 DRAWN BY: GINO M. JOB NO. 2 998/06.

S03449 14 August 2006

COMPANION ANIMALS ADVISORY COMMITTEE - MINUTES OF 9 AUGUST 2006

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To submit Minutes of the Companion Animals

Advisory Committee held on 9 August 2006 for the

information of Council.

BACKGROUND: The role of the Companion Animals Advisory

Committee is to provide resident and professional advice to Council on relevant matters relating to the management of the companion animals (cats and

dogs) within Ku-ring-gai.

COMMENTS: At its recent meeting, the Companion Animals

Advisory Committee was provided a report on the successful 'Backyard Outlaws Dog Day', informed of Councils involvement in National Desexing Month (August), updated on the recent amendments

to the Companion Animals Act 1998 and

Regulations 1999 and given a brief outline on the proposed schedule to complete the tasks as outlined in the Companion Animals Management Plan. It was also agreed that as the major task of the committee was now complete, (i.e. the Companion Animals Management Plan), meetings would be held on an as needs basis and have at least one

meeting per year.

RECOMMENDATION: That the Minutes of the Companion Animals

Advisory Committee meeting held on 9 August 2006 be received and noted and that it be noted that the Committee will be meeting on an annual basis

unless needed otherwise.

S03449 14 August 2006

PURPOSE OF REPORT

To submit minutes of the Companion Animals Advisory Committee held on 9 August 2006 for the information of Council.

BACKGROUND

The role of the Companion Animals Advisory Committee is to provide resident and professional advice to Council on relevant matters relating to the management of the companion animals (cats and dogs) within Ku-ring-gai.

The minutes of the Companion Animals Advisory Committee are required to be submitted to Council for consideration. The Committee has recently held a meeting, namely on 9 August 2006 and a copy of the minutes is attached for the information of the Councillors.

COMMENTS

The Companion animals Advisory Committee's recommendations are generally of an operational nature and are being attended to.

At its most recent meeting, the Committee was;

- Provided a report on Council's 'Backyard Outlaws Dog Day' that was held on 28 May 2006. The day was a great success and has been adopted in the Companion Animals Management Plan to be held on an annual basis.
- Advised of Council's support of National Desexing Month (August). This included placing advertisements in local newspapers and distributing posters to local vets, pet shops and our libraries. As a further local incentive for owners to get their cats and dogs desexed, Council is offering the chance of winning a gift hamper to the value of \$50, if their pets are desexed in the month of August.
- Updated on the recent amendments to the NSW Companion Animals Act 1998 and Regulations 1999. The main changes were an increase in lifetime registration fees and the legislation in relation to restricted and dangerous dogs were strengthened.
- Given a brief outline on the proposed schedule to complete the tasks as outlined in the Companion Animals Management Plan 2006-2011.

Given that the major task of the Committee has now been completed – the compilation of Council's Companion Animals Management Plan, the Committee's role now moves to one of 'watch-dog' in terms of ensuring the Council implements its plan as set. For this reason, future meetings of the Committee will be called on an as needs basis, with at least one meeting per year held so as to review Council's annual report on progress of its Companion Animals Management Plan for the period 2006 – 2011.

S03449 14 August 2006

CONSULTATION

Ongoing consultation will continue with the Committee on any relevant companion animal issues facing Councils and the progress of the Companion Animals Management Plan will be monitored on an annual basis.

FINANCIAL CONSIDERATIONS

The Committee made no recommendations requiring additional financing.

SUMMARY

Discussions at the August meeting focussed primarily on a summary of companion animal issues that the Committee had been working on, in particular Council's Companion Animals Management Plan. The Committee will be meeting on an annual basis unless needed otherwise.

RECOMMENDATION

- A. That the minutes of the Companion Animals Advisory Committee meeting held on 9 August 2006 be received and noted.
- B. That it be noted that the Committee will be meeting on an annual basis unless needed otherwise.

A Seaton M Miocic

Manager Regulation & Compliance Director Development & Regulation

Attachments: Minutes of the CAAC meeting - 9 August 2006 - 651174

Minutes of Meeting Companion Animals Advisory Committee Held on Wednesday 9th August 2006 at 7.00 pm

Present Councillor Maureen Shelly

Ms Sandra Fry Ms Sue Hutchins Ms Beryl Anderson

Staff Present Ms Anne Seaton

CAAC 191 Apologies Councillor Adrienne Ryan

Councillor Elaine Malicki

Dr Michael Eaton Ms Jenny Daniel Dr Joanne Righetti Ms Elizabeth Thrift Dr Barbara Bessen Mr Sydney Birchall Jnr

Ms Courtney Milton, Animal Management Officer

(It is understood that Dr Eaton and Mr Sydney Birchall arrived at Council Chambers after commencement of the meeting and were unable to gain access to the building)

Meeting Commenced at 7.00pm.

Meeting Chaired by Councillor Maureen Shelly

The Committee recommends:

That the apologies for non attendance be accepted

CAAC 192 **Declaration of Pecuniary Interest**

Nil

CAAC 193 Minutes of Meeting 27 October 2005

The minutes were adopted

CAAC 194 Matters arising from the minutes

Release of Lyre Birds into Lane Cove Valley

The Committee requested an update on this project. The appropriate officer of Council will be requested to supply a brief written update for the information of all committee members. The update will be distributed to committee members when it becomes available.

Investigation - Animal Welfare League as pound provider

Despite the continued formal attempts by officers of Council to seek a response from the Animal Welfare League as to their level of interest in supplying impounding facilities for the Council. Council officers are yet to receive a response. The most recent enquires made by Council officers were on the 18 July and 9 August 2006. (Our initial approach with the organisation was made in August 2005)

Ms Sandra Fry, member of the committee suggested that she would make a direct approach to the president on Saturday 12 August 2006, at which time she would remind him of Council's interest in his facility and urge him to make a formal response to Council indicating if his organisation was at all interested in providing the required impounding services.

If a positive response is received, it is anticipated that Council will then host a selective tender process for animal impounding service provision.

CAAC 195 Ku-ring-gai's Companion Animals Management Plan

Copies of the now published document were distributed to all committee members.

Committee members were advised that the priority programs for 2006/2007 reporting year were the -

- Development of standard operating procedures for dealing with cats
- Development of standard operating procedures for dealing with dog attacks and nuisances
- The implementation of increased level of ranger patrols to monitor compliance especially in bushland interface areas
- The hosting of a specialty event for pet owners, e.g. "dog day out"
- Compilation of Frequently Asked Questions Database for display on the web and use by Council's customer service staff
- Roll out of Delta Dog Safe programme in primary schools, this programme teaches children basic safety about how to approach a dog and what one should do if threatened.

CAAC 196 Backyard Outlaws Dog Day 2006

Members of the committee considered the day to be a great success and look forward to Council's continued support of similar events in accordance with the recently adopted Companions Animals Management Plan 2006-2011.

CAAC 197 National Desexing Month - August

Council is currently supporting this national programme via advertising in local media and posters within its public buildings, local veterinary surgeries and pet shops. As a further local incentive for owners to get their cats and dogs desexed, Council is offering the chance of winning a gift hamper to the value of \$50, if their pets are desexed in the month of August.

CAAC 198 **Update on amendments to NSW Companion Animals Act 1998** and regulations

Recent changes to NSW legislation include:

- An increase in fees for lifetime registration of cats and dogs.
- Declaration of 4 breeds as restricted dogs American Pit Bull terrier/Pit Bull terrier, Japanese tosa, dogo Argentino, and fila brasileiro. These breeds are to be phased out. If a person currently owns one of these dogs they must have them desexed, they cannot sell, and cannot change its ownership.
- Cross bred dogs with a parentage of the restricted dog breeds, must undergo a breed assessment and a temperament test. The results of the tests will determine if the dog is to be declared a restricted dog.
- Similar to restricted dogs, dangerous dogs are to be kept within specialty enclosures as prescribed by the Regulations; they must be muzzled when out of this enclosure and whilst in a public place and must wear a purpose made reflective red and yellow collar to identify them as restricted or dangerous to approaching persons.

General Business

CAAC 199 Dogs NSW

Council has received information that the Royal NSW Canine Council has changed its trading name to "Dogs NSW."

This organisation is the state's principle organisation that assists the community in finding local training groups, welfare officers, breed clubs and general information and education on keeping dogs. Representatives of Dogs NSW have also been charged with responsibility for assessing dogs for breed type and temperament in accordance with the new legislation dealing with restricted dog breeds.

CAAC 200 Resignation of Heather Smith

The resignation of Committee member Heather Smith was tabled. Heather is leaving to live in Washington DC for 18 months. Heather wishes the committed well and hopes to rejoin the committee when she returns.

CAAC 201 Future meetings of the committee

Given that the major task of the committee has now been completed – the compilation of Council's Companion Animals Management Plan, the committee's role now moves to one of 'watch-dog' in terms of ensuring the Council implements its plan as set. For this reason future meetings of the committee will be called on an as needs basis, with at least one meeting per year held so as to review Council's annual report on progress of its Companion Animals Management Plan for the period 2006-2011.

The meeting closed at 8.20pm

S02466 20 July 2006

ANALYSIS OF LAND & ENVIRONMENT COURT COSTS 2005/2006

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To provide information in relation to

proceedings to which Council is a party in the Land & Environment Court for the year ended

30 June 2006.

BACKGROUND:

An applicant may commence proceedings in the

Land and Environment Court for an application which has either been refused by Council or is deemed to have been refused. An appeal may also be commenced in relation to conditions in

any consent granted by Council.

COMMENTS: For the financial year 2005/2006, Council's

legal costs and associated expenses in relation to Land & Environment Court matters were

Land & Environment Court matters were \$1,239,900. This compares to the original

budget of \$1,700,000.

RECOMMENDATION: That the analysis of Land & Environment Court

costs for the financial year 2005/2006 be

received and noted.

S02466 20 July 2006

PURPOSE OF REPORT

To provide information in relation to proceedings to which Council is a party in the Land and Environment Court for the financial year 2005/2006, including appeals commenced, costs incurred by Council and outcomes.

BACKGROUND

Pursuant to the *Environmental Planning and Assessment Act* 1979, an applicant may commence proceedings in the Land and Environment Court in respect of an application for which Council was the relevant consent authority and which has either been refused by Council or is deemed by the Act to have been refused (a development application is deemed to have been refused if it has not been determined within a period of 40 days or such longer period that may be calculated in accordance with the Act). An appeal may also be commenced in relation to conditions imposed in relation to consent granted by Council. Council is a respondent to such proceedings.

Under Section 428 of the *Local Government Act* 1993, Council is required to report legal costs, and the outcome of each case in its Annual Report.

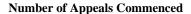
COMMENTS

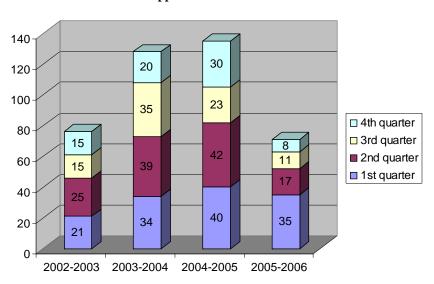
APPEALS LODGED

In the financial year 2005/2006, there were 71 new appeals lodged in respect of development applications with the Land and Environment Court, 44 of which incurred costs to Council. This represents a decrease in the number of appeals compared to previous years. The number of appeals received in prior years is as follows:

Financial year	Number of appeals received (whole year)
2001/2002	75
2002/2003	76
2003/2004	128
2004/2005	135
2005/2006	71

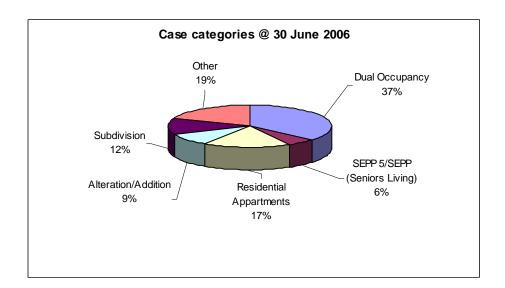
S02466 20 July 2006





Forty three (43) of the 71 new appeals lodged during the 2005-2006 financial year were in relation to deemed (as opposed to actual) refusal of an application. This proportion (60%) represents a reduction in percentage of deemed refusal appeals compared to earlier periods. The percentage of deemed refusal appeals in the year 2004-2005 was 65%.

Appeals commenced for the financial year ended June 2006 are made up of the following development categories:



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The larger categories are appeals in respect of dual occupancy development (37%), Residential Apartments (17%) and subdivisions (12%).

The "Other" category in the previous chart comprises single dwellings, fences, demolition, telecommunications structures, Section 96 modification applications, and appeals against conditions of consent.

COSTS

During the financial year 2005/2006, Council expended \$1,239,900 on legal costs and associated expenses in relation to Land & Environment Court matters. This is \$460,100 less than the original budget of \$1,700,000, and \$627,100 less than the same period in 2004/2005 and \$965,100 less than the same period in 2003/2004

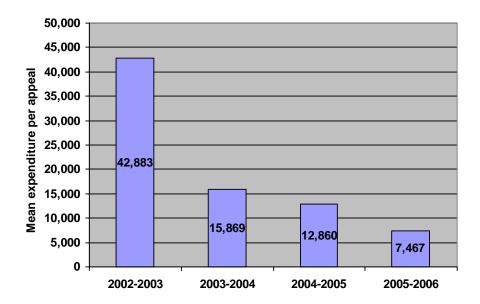
These costs are made up of legal fees, fees charged by consultants retained as expert witnesses (largely court-appointed experts) and other costs incurred as a result of Council's role in the proceedings. In addition to expenditure on appeals, a further amount of \$18,000 was spent on expert legal advice regarding development assessment matters.

Legal Costs and Associated Expenses 2001/2002 - 2005/2006					
Financial Year	Total Costs	1st quarter September	2nd quarter December	3rd quarter March	4th quarter June
2001/2002 (75 appeals lodged)	\$2,104,000	\$420,000	\$423,000	\$500,000	\$761,000
2002/2003 (76 appeals lodged)	\$2,252,000	\$302,000	\$452,000	\$665,000	\$833,000
2003/2004 (128 appeals lodged)	\$2,205,000	\$468,000	\$378,000	\$605,000	\$754,000
2004/2005 (135 appeals lodged)	\$1,867,000	\$274,000	\$562,000	\$314,000	\$717,000
2005/2006 (71appeals lodged)	\$1,239,900	\$338,350	\$362,950	\$329,300	\$209,300

The above table indicates that, despite the number of appeals having reduced, there has also been a significant reduction in costs incurred compared to the same period in the previous year.

S02466 20 July 2006

A comparison of the average total costs incurred in relation to matters commenced in the past three years indicates that the cost per appeal incurred by Council has reduced substantially:



Factors which may be regarded as contributing to this reduction in costs are:

- More efficient processing of development applications that are subject to deemed refusal appeals so that they are determined at an earlier stage of Court proceedings;
- More efficient management of the process of instructing Council's external legal representatives;
- Faster progress and determination of appeals by the Court as a result of the revised practice directions;
- The practice of the Court of frequently appointing Court-appointed experts to provide expert opinion/evidence rather than allowing the parties to call their own witnesses, which results in the parties sharing the cost of the witness.

A total of \$530,100, or 43% of the total costs, was incurred in relation to 44 matters that commenced in the current financial year. The balance relates to appeals that were commenced prior to 1 July 2005.

SUMMARY BY WARD

A summary of Land & Environment Court costs by ward is shown in the following table:

Land & Environment Court costs by Ward for the financial year 2005/2006		
Comenarra	\$229,836	18.5%
Gordon	\$291,003	23.5%
Roseville	\$211,119	17.0%
St Ives	\$214,268	17.3%
Wahroonga	\$293,632	23.7%
Total Costs	\$1,239,858	100.0%

OUTCOMES

At an early stage of each appeal, Council, as respondent, is required to file with the Court a Statement of Issues outlining the grounds which Council asserts as warranting refusal of a development, or alternatively, that may be addressed by way of conditions of consent.

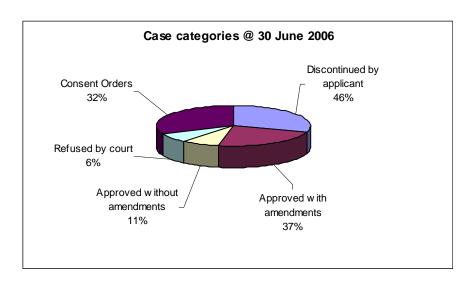
In cases where issues raised by Council are capable of resolution by the provision by the applicant of additional information or amendment of the proposal, it is the Court's expectation that this should occur. The Court's current practice of appointing a Court-appointed expert witness, rather than allowing the parties to call their own expert evidence, strongly encourages this.

In this context, any of three outcomes can be regarded as favourable, namely:

- 1. If the appeal is in relation to a deemed refusal of an application which, upon assessment, is appropriate for approval: that the development is determined by Council, allowing the appeal to be discontinued by the applicant and avoiding as much as is practicable the incurring of unnecessary legal costs;
- 2. If the issues raised by Council are capable of resolution by the applicant providing further information, or amending the proposal: that this occurs, so that development consent should be granted, either by Council or the Court;
- 3. If the issues raised by Council are either not capable of resolution, or the applicant declines to take the steps that are necessary to resolve them: that the appeal is either discontinued by the applicant, or dismissed (refused) by the Court.

Of the 71 appeals commenced in the financial year 2005/2006, 60 appeals, or 85%, were resolved by year end. The following diagram illustrates the outcomes of those proceedings:

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As indicated, more than one third (37%) of the appeals concluded were either discontinued by the applicant or refused by the Court outright. Of the other appeals, a substantial majority were subject to significant amendment to address some or all of the issues raised by Council prior to consent being granted by the Court.

CONSULTATION

Not applicable.

FINANCIAL CONSIDERATIONS

Land & Environment Court legal costs form part of Council's recurrent operating budget.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

This report has been developed with input from Council's Corporate Lawyer, Finance and Business and Development and Regulation department directors.

SUMMARY

For the financial year 2005/2006 Council has expended \$1,239,900 on legal costs and associated expenses in relation to Land & Environment Court matters. This compares to the original annual budget of \$1,700,000, a positive variation of \$460,100.

Actual expenditure for the financial year 2005/2006 was \$627,100 less than in the 2004/2005 financial year.

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Item 6

RECOMMENDATION

That the analysis of Land & Environment Court costs for the 2005/2006 financial year be received and noted.

Jamie Taylor John Clark Michael Miocic

Corporate Lawyer Acting Director Finance & Director Development and

Business Regulation

Attachment: Individual Case Recommendations June 2006 (Confidential)

P55058 4 August 2006

KU-RING-GAI YOUTH DEVELOPMENT SERVICE - CLEANING OF PREMISES

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To advise Council of a request from Ku-ring-gai

Youth Development Services Inc (KYDS) for Council to fund the cleaning of the KYDS premises at the rear of the Lindfield Library.

BACKGROUND: KYDS is a Rotary International project that was

established to provide counselling services for

youth in Ku-ring-gai.

COMMENTS: Council does not provide cleaning support for

other tenants in Council facilities, however in this case, both the service and the community would benefit, as counselling resources would

not be diverted to cleaning costs.

RECOMMENDATION: That Council approve funding of \$1,284.40 per

annum for the cleaning of the KYDS premises at

the rear of the Lindfield Library.

P55058 4 August 2006

PURPOSE OF REPORT

To advise Council of a request from Ku-ring-gai Youth Development Services Inc (KYDS) for Council to fund the cleaning of the KYDS premises at the rear of the Lindfield Library.

BACKGROUND

KYDS is a Rotary International project that received an initial Federal grant of \$50,000 but does not receive recurrent funding from either Federal or State governments. KYDS was established to provide counselling services for youth in Ku-ring-gai and has received non financial support from Council. The service is highly regarded by the community and due to ever increasing demands for its services, has engaged additional part time staff.

The cleaning of the premises was initially undertaken by staff, but demands upon their time has not enabled this to continue. In reality, the staff ought not to be engaged in these activities, as they are trained in counselling and that is the task that they are engaged to do.

Quad Services Pty Ltd, the company that cleans the libraries, has inspected the site and subsequently presented a quotation of \$1,284.40 per annum for basic cleaning of the office once a week.

COMMENTS

Council does not provide cleaning support for other tenants in Council facilities, however in this case, the service and the community would benefit, as counselling resources would not be diverted to cleaning costs.

CONSULTATION

Consultation has been held with Community Services staff, Quad Services Pty Ltd and KYDS management.

FINANCIAL CONSIDERATIONS

Quad Services quotation is for \$1,284.40 (ex GST) per annum. There are no allocated funds for this in the 2006-07 budget. In order for Council to cover these costs, an additional amount for \$1,284.40 would need to be added to the library budget.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Finance and Business has been consulted in the writing of this report.

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P55058 4 August 2006

SUMMARY

Should Council support this request, an adjustment would be made at the next quarterly review.

RECOMMENDATION

That Council approve funding of \$1,284.40 per annum for the cleaning of the Ku-ring-gai Youth Development Services premises located at the rear of the Lindfield library and that this amount be added to the 2006-07 library budget for cleaning contractors.

Ray Amos Janice Bevan

Manager Library Services Director Community Services

Attachments: 1. Letter from KYDS requesting cleaning of premises - 632159

2. Quotation for cleaning from Quad Services Pty Ltd. - 651485





Ms. Janice Bevan
Director, Community Services
Ku-ring-gai Council.
Pacific Highway,
Gordon NSW 2072

Her Excellency Professor Marke Bashir, AC Governor of New South Wales

Chairman: Assoc. Professor David Bennett, AO

23rd June 2006

Dear Janice,

Cleaning of KYDS Premises

It has been suggested to me that Council does not clean and/or support cleaning costs for any other "concessional" tenants and I can readily appreciate that position. However, I do believe our position is different.

I suggest that our situation differs on the following grounds:

- We are providing a free service for an ever-increasing number of young people in our Local Government Area, who are at risk.
- It was necessary to expend a very considerable amount of funds and time to convert the area provided from a virtual "disaster area" into an acceptable area where highly qualified counselling could be conducted in acceptable surroundings.
- It is true that Council paid half the cost to provide a path from the street footpath
 to our new doorway and actually carried out the work. This pathway was a
 condition of our D.A. approval.
- We also acknowledge that Council has been helpful in other than directly financial ways.
- It is also freely acknowledged we readily accepted the state of the area we now
 occupy as it was the only premises available, which fitted our criteria after both
 an extensive advertising campaign and diligent searching,
- While we received an initial Federal grant of \$50,000 we have not received any
 further governmental support either federally or from the State. You may be
 aware that we have recently applied for a grant from Council, but will not receive
 an answer before September.
- Due to the ever-increasing demand for our services we have had to engage an
 additional counselor on a part time basis as well as rely on students and voluntary
 support. Our current budget estimates now stands at some \$150,000 for the
 2006/07-year.
- We continue to seek support from all levels of Government and from a variety of institutions.
- It seemed appropriate that we sought the assistance from the Cleaners who service the Lindfield Library. Our counselling staff has carried out the cleaning chores to-

date and it is considered this places too much of a burden for overworked professional staff.

We do hope that Council will be good enough to consider favourably our request for this support, which will be very meaningful for us. Costs have been previously submitted.

Yours sincerely

Don Durie. AM

10 Deakin Place, Killara NSW. 2071. Phone: 9498 5628. Fax: 9498 8750.



12 CARLOTTA STREET ARTARMON NSW 2064 TELEPHONE (02) 8425 6900 FACSIMILE (02) 8425 6960 ABN 58 000 308 592



Quality Endorsed Company

-ISO-9001/2000-Lic-6531 Standar ds Australia

20th April 2006

"K.Y.D.S" Tracy Watchman

Fee for cleaning of the "K.Y.D.S" offices

Dear Tracy.

I am pleased to submit the following quote for cleaning of your offices located at the rear of 265 Pacific Highway Lindfield (behind the library).

The service is for 1 hour, one day per week. This includes

- Vacuuming of all carpets
- Emptying of rubbish/waste bins (bin liners are to be supplied by yourself or we can supply and invoice at a very competitive rate)
- Toilet cleaned and re stocked (toiletries are to be supplied by yourself or we can supply and invoice at a very competitive rate)
- Kitchenette external surfaces wiped clean
- Desks wiped clean (where access permits)
- Glass doors spot cleaned
- High dusting done monthly

Cost per service ... \$24.70 +GST Cost per calendar month ... \$107.03 +GST Cost per annum (52 weeks) ... \$1,284.40 +GST

I trust these prices meet your approval and I look forward to discussing this further with you in the near future.

Regards Quad Services Pty Ltd

Oliver Bonnici Branch Manager 0412 965 620 support aquadservices.com.au Item 8

S03918 9 August 2006

2005 TO 2009 MANAGEMENT PLAN, 4TH QUARTER REVIEW AS AT 30 JUNE 2006

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To report to Council on progress made toward achieving

Key Performance Indicators as contained in Council's

2005-2009 Management Plan.

BACKGROUND: Section 407 of the Local Government Act requires

Council to report, within two months after the end of each quarter, the extent to which the performance targets set in Council's current Management Plan have

been achieved during that quarter.

COMMENTS: A progress report for all Objectives, Actions and Key

Performance Indicators contained in the 2005-2009

Management Plan is attached.

RECOMMENDATION: That the 4th quarter Management Plan review 2005-

2009 be received and noted.

S03918 9 August 2006

PURPOSE OF REPORT

To report to Council on progress made toward achieving Key Performance Indicators as contained in Council's 2005-2009 Management Plan.

BACKGROUND

Section 407 of the Local Government Act requires Council to report, within two months after the end of each quarter, the extent to which the performance targets set in Council's current Management Plan have been achieved during that quarter.

The 2005-2009 Management Plan was adopted by Council on 14 June 2005.

The Management Plan contains seven principal activities, namely:

- Civic Leadership
- > Integrated Planning
- > Community Development
- > Natural Environment
- > Built Environment
- > Financial Sustainability
- ➤ Council's Corporate Services

Each of the principal activities contain a series of Objectives, Actions and Key Performance Indicators which provide detail on how Council plans to achieve desired outcomes and how performance will be measured.

COMMENTS

The requirements set out in Council's Management Plan provide the foundation for measuring the performance of the organisation at a given point in time.

To ensure that the reporting of performance is both accurate and meaningful the attached report tracks progress using a status code and comments as to the current status of all Key Performance Indicators. The options available under the heading 'status code' details are as follows:

Status Code	Definition
Completed	KPI has been carried out in accordance with the Management Plan.
Achieved to Date	Work has been undertaken in accordance with the project plan to
	ensure that the task will be fully complete by the final due date.
Not Yet Due	Timeframe for commencement of the KPI has not been reached.
Deferred	KPI has been placed on hold.
Not Achieved	KPI has not been completed as required in the Management Plan.

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All Key Performance Indicators are categorised by one of the above five status codes to indicate current performance against the Management Plan

In assessing performance at year end, it is not considered appropriate to use status codes "achieved to date" or "not yet due". In a circumstance where a KPI is ongoing, an assessment has been made as to whether actions undertaken during the 12 month period were sufficient to satisfy reasonable expectations of the relevant KPI. If this was the case, the KPI was marked as "completed". If sufficient actions were not undertaken, it has been marked as "not achieved".

Analysis of Results

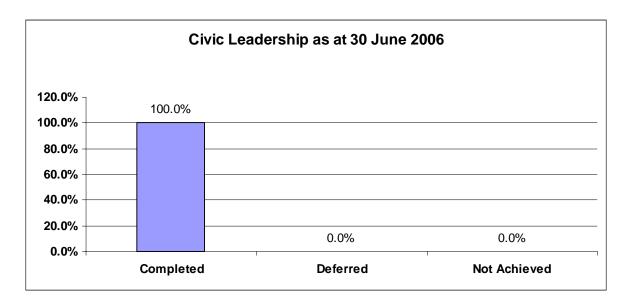
Council's 2005-2009 Management Plan contains 107 KPIs. The following table shows Council's overall KPI achievement results as at the end of June 2006.

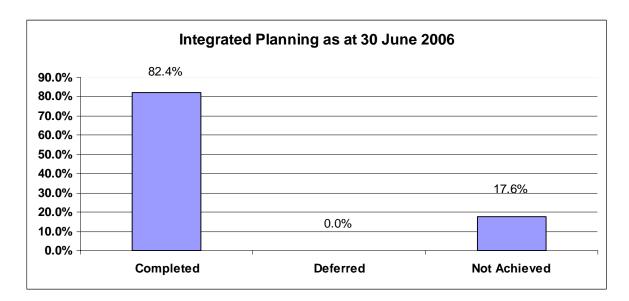
Status	Achievement	Percentage
Completed	90/107	84.1%
Deferred	2/107	1.9%
Not Achieved	15/107	14.0%

The following table provides an analysis by Principal Activity as at 30 June 2006.

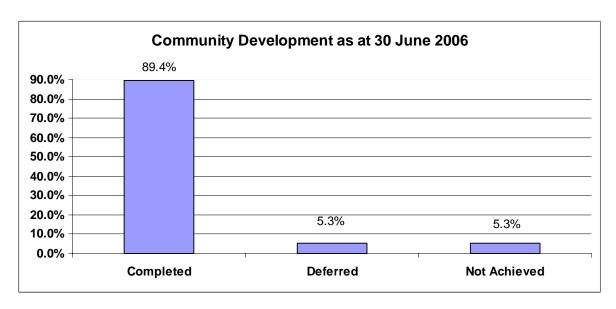
Principal Activity	No. of	As at June 2006		
	KPI's	Completed	Deferred	Not Achieved
Civic Leadership	5	100%	0%	0%
Integrated Planning	17	82.4%	0%	17.6%
Community Development	19	89.4%	5.3%	5.3%
Natural Environment	17	94.1%	0%	5.9%
Built Environment	19	84.2%	0%	15.8%
Financial Sustainability	17	82.3%	5.9%	11.8%
Council's Corporate	13	61.5%	0%	38.5%
Services				
Total	107	84.1%	1.9%	14.0%

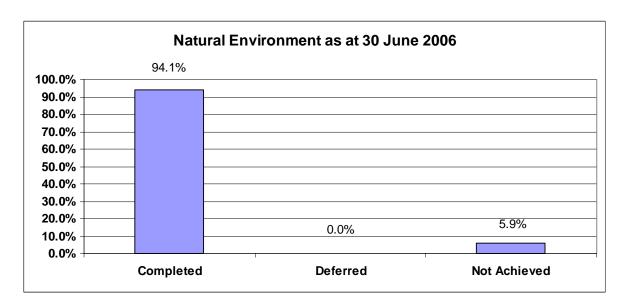
This is represented graphically below:



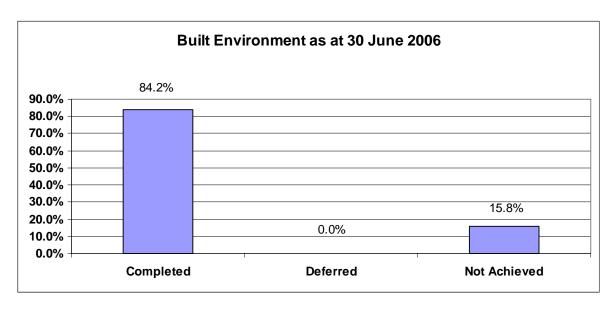


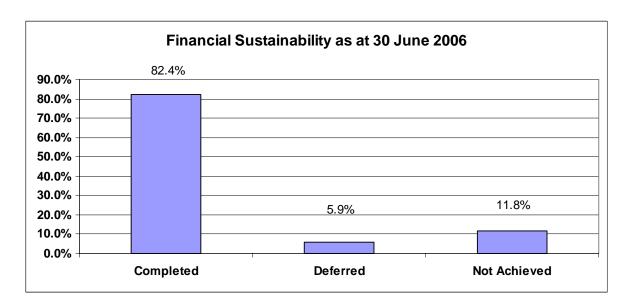
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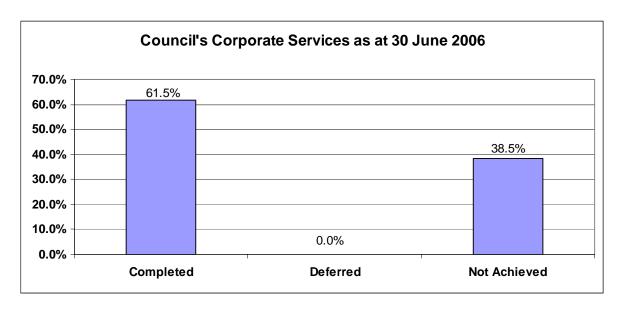


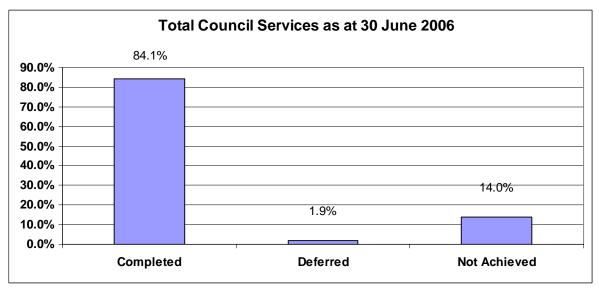
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The following comments are provided for each principle activity on some of the most significant indicators for the year ended 30 June 2006.

Civic Leadership

- Council's community feedback register was implemented and utilised throughout the year to obtain feedback from residents relating to methods of communicating with Council and the proposed extension of the Infrastructure Levy.
- o Workchoices was proclaimed in March and continues to be subject to a High Court challenge. The timeframe for assessing this challenge remains unclear at year end.

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o Council's Ombudsman was employed during the year and work has been carried out to formally update Council's Code of Conduct and Conduct Committee guidelines.

- A number of initiatives were undertaken to enhance Council's corporate identify including:
 - Comprehensive climate survey across all areas of Council.
 - Working party established to assess council's customer service provision and develop plans for improvements.
 - Redesign of Council's website which is due to be launched this coming December.
 - Review of Council's standard correspondence and communication forms to ensure a corporate "look and feel".

Essentially, the above initiatives are part of an overall change management program for the Council. The cornerstone to change management is the organisational restructure which has been developed in consultation with all staff and will shortly be considered by Council.

Change management initiatives are ongoing and much of the abovementioned work will continue to progress throughout the next 12 months.

➤ Integrated Planning

- O Work during the fourth quarter has focussed at progression of the Town Centres Planning. Initial reporting on land use strategies for all centres was completed by the end of June within timelines adopted by Council on 7 February 2006. Plans for St Ives and Turramurra Centres have been approved for exhibition.
- Initial reviews of DCP 38 & 55 have been completed, although more substantial reviews will be required as part of the development of a Comprehensive LEP & DCP. A timeline and project plan for this will be reported to Council on 12 September 2006. On 31 March 2006 the State Government gazetted the state-wide comprehensive LEP. This set the date for Council to complete the Ku-ring-gai comprehensive LEP within 5 years from 31 March, 2006.

Further work on Open Space Acquisition and development of a Public Domain Plan are required prior to reporting to Council

➤ Community Development

A review of library services has been conducted, along with an update of the library's Strategic Plan. Library customers have also been surveyed in relation to the current opening hours with recommendations from the survey to be reported to Council by December 2006. A non-user survey which will provide valuable data for planning library services, has also been conducted.

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Results of surveys and statistical analysis of the library operations is reported to the Community Development Committee on a monthly basis.

Plans for the upgrade of the Technology Centre at the Gordon library have been developed with work to commence in September 2006. The library has been successful in receiving grant funding of \$76,000 from the State Library of NSW to assist with this upgrade.

- o Council's 3rd annual Festival on the Green was held on Sunday 18 June 2006. This year the festival featured a heritage theme to incorporate Centenary activities, including a Citizenship ceremony and Mayor's Centenary Awards. The main stage provided entertainment from various school and community groups, with the centre stage featuring "The Three Belles" and free children's circus workshops. Roaming performers entertained and interacted with the audience. There were over 70 food and wine and market stalls, including Council departments with information about their services.
- O Centenary sub-committee established, and meeting on a regular basis. Centenary Dinner was held in March 2006. There were also a number of Centenary celebrations at Council's Festival on the Green which was held 18 June 2006. Centenary grants program has been assessed and funding has been provided to community groups for Centenary projects. Centenary publication, Under the Canopy, is nearing printing stage, and should be ready for distribution in October/November 2006.

➤ Natural Environment

 Planning, implementation and reporting of projects and initiatives from the Environmental Levy has been a primary focus of work during the fourth quarter.
 Additionally, the completion of Council's Water and Energy Conservation Plan and an update of the Green House Action Plan have also been undertaken.

Work towards the completion and implementation of an asset management plan for bushland facilities and assets is continuing but will require more time. Resources as available are directed towards mapping and data collation. It is currently anticipated that this phase of work will be completed during 2007.

➤ Built Environment

- Completion of all major road, footpath and traffic facilities works in accordance with Council's adopted program. Also, completion of open space capital projects.
- Submission to the Department of Local Government Council's application for the
 extension of the Infrastructure Levy and the preparation of the consultation with the
 community through newsletter advice, notification in the local press, preparation of
 survey information for the resident feedback register and preparation for the public

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meeting, thus resulting in approval by the Minister for the extension of the Infrastructure Levy for seven (7) years.

- o Maintain outstanding DA numbers below 550 As at June 2006, the number of outstanding applications (DA's, S96 and S82A reviews) had reduced to 369 which is significantly (33%) below the desired threshold of 550 applications. This is a very pleasing result and is paralleled by a steady reduction in median processing times for all application types from 101 days in 2004 to 78 days in 2005 and 56 days as at June 2006.
- o In terms of case reporting on L&E Court appeal outcomes and the assessment of legal firms' performance, regular case reporting on appeal outcomes, by Council's solicitors and Corporate Lawyer has been in place since June 2005. This indicates a relatively sound success rate for Council in Class one appeals over the course of 2005/06. The number of appeals has reduced by 47% over the last 12 months. There has also been a massive reduction of \$965,000 or 44% in our legal costs over since 2003/04 and this is expected to further reduce in 2006/07, based on cost indicators for the fourth quarter.

The Legal Panel Review process is underway, with expressions of interest from 17 legal firms being submitted for consideration.

- O The Pre-DA Service has been extended to include proposals for dwelling houses, dual occupancies, seniors living developments and subdivisions. Based on the positive results in the Pre-DA Service for LEP194 proposals, it is expected that the expanded service will have a high take-up rate and will yield similar benefits as those observed for LEP194 pre-DA service.
- o The Express Development Application Service is operational. This service provides faster turnaround times for straightforward applications. This Service has contributed to the substantial reduction in outstanding DA's to 369 in June 2006 and has also been a significant factor in our reduced median DA processing time of 56 days as at June 2006.
- The draft Compliance Policy was not completed by the due date specified in the Management Plan due mainly to a lack of resources. However, the draft is now complete and will be referred to the Planning Committee in September 2006.
- The public education program on the role of Compliance Officers, Private Certifiers and Principal Certifying Authorities will be put to the Planning Committee in September 2006.
- o The compliance audit of completed development sites is underway but was not completed by the due date due to a lack of staff resources and competing priorities. The audit will be completed within the 1st quarter of 2006/07 and the results will be reported to Council.

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> Financial Sustainability

 Council's 10 year financial model was adopted by Council on 13 December 2006 and the 2006/07 budget contained within the 2006-2010 Management Plan was established based on the principles included in the model.

In accordance with the 10 year model and 2005/06 budget, Council's loan liability was reduced to \$11.147 million as at 30 June 2006 and \$2.176 million had been provided for Works of Direct Community Benefit.

- o Investment performance Council's average annual portfolio performance for the financial year 2005/06 was 6.24% which compared favourably with the UBS Bank Bill Index benchmark of 5.77% a positive variance of 0.47%. Interest earnings were \$1.815 million compared to a revised budget of \$1.005 million. This was mainly due to additional \$94 contributions being received and invested.
- o Firs Estate Cottage Due to protracted maintenance works being undertaken at the property, the Expression of Interest (EOI) to lease the cottage was delayed. The EOI is currently being advertised, closing date being 20 September 2006. A panel comprising of staff representing Finance & Business, Open Space and Civic Management will assess all submissions and a report will provided to Council for final determination.
- o Marian Street Theatre The Marian Street Theatre "into the future" workshop was held with Councillors on 20 June 2006 to discuss impacts and opportunities for the future use of the Theatre. Council officers from Finance & business and Community Services are currently investigating options raised for future consideration of Council.
- o Tenders were called for the sale of the existing depot site at 1-7 Carlotta Avenue, Gordon.

➤ Council's Corporate Services

- o "Providing a Service to Customers" working group was established, and has been meeting on a regular basis throughout the year. The group has conducted a detailed analysis of customer services procedures throughout Council, and has formulated a number of recommendations for improved services to both internal and external customers. A sub-committee has been established, and is currently developing an implementation plan which will incorporate time frames and resource allocations. A Council Intranet is being developed, and will be launched along with the web page redesign by December 2006.
- O Council's 2006-2010 Management Plan was adopted by Council on 13 June 2006. The 2006/07 budget included in the Management Plan was established based on the 10 year financial model that was adopted by Council on 13 December 2005 and provided a balanced budget with an additional \$191,900 transferred to the Contingency Reserve. Capital works and projects total \$25.2 million. The budget also incorporates the

Item 8

S03918 9 August 2006

continuation of the infrastructure levy with the application for the continuation of the levy approved by the Minister for Local Government on 27 June 2006.

CONSULTATION

Not applicable.

FINANCIAL CONSIDERATIONS

The requirements outlined in the Management Plan 2005-2009 are funded in Council's budget.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

All departments have provided the status and comments on the progress of Key Performance Indicators in the **attached** report.

SUMMARY

Not applicable.

RECOMMENDATION

That the report on the progress of the Key Performance Indicators contained in the 2005-2009 Management Plan for the 4th quarter of the plan, be received and noted.

John McKee John Clark

General Manager Acting Director Finance & Business

Attachments: Principal Activity progress report for the quarter ended 30 June 2006 -

651540

Civic Leadership

Ku-ring-gai Council will work to ensure that its affairs are conducted in an open and transparent manner.

Council will effectively consult with the community to ensure that it provides quality services which reflect the expectations of ratepayers and represent best value.

Budget 2005/2006:	
Expenditure	\$567,100
Revenue	\$1,100
General (Net) Funding	\$566,000

Ku-ring-gai will aspire to be recognised as a model Council in NSW.

Objective 1 Mgt Plan related Yes

To provide community leadership that is:

- Efficient.
- Effective.
- Transparent.
- Participative.
- Accountable.

Actions

- Continue to assess the level & mix of services provided to the community. 01
- Analyse initiatives to enhance Council's corporate identity. 02
- Implement a resident feedback register. 03

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
01	Through the Management Plan process, review the implementation of Council's principal activities COMPLETED	Each Quarter Relates to Action	General Manager
	1st quarter review referred to Council on 22 November 2005. 2nd quarter review referred to Council on 28 February 2006. 3rd quarter review referred to Council on 23 May 2006. 4th quarter review referred to Council on 22 August 2006.		
02	Establish the resource allocation and financial framework for Council's operations.	2nd Quarter Relates to Action	General Manager
	COMPLETED		
	10 Year Financial Model adopted by Council on 13 December 2005.		

Civic Leadership

Report to Council on outcomes of the community feedback register as required.

4th Quarter
Relates to Action

General Manager

COMPLETED

A Resident Feedback Register survey which asked a number of questions about how Council communicates with residents, was distributed in February 2006. An action plan, incorporating the findings of this survey, was developed and reported. In April/ May incorporated in the levy proposal.

O4 Report to Council on initiatives to enhance Council's corporate identity.

As required

Relates to Action

General Manager

COMPLETED

1. A review has been conducted of all Council's standard correspondence and communication forms. The redesign and standardisation of these forms will then be included in a revised Style Guide for Council.

2. Entry sign concept designs have been developed and are currently on public exhibition. Progress reports have been provided via American Development Committee and Councillor Briefings.

3. A working party has been established to assess initiatives to improve Council's overall image and customer service to the community. The report is currently being assessed by the Director's group, and will be discussed at Policy Committee in the near future.

4. The redesign of Council's Web Site is in progress and will be launched in December 2006.

5. All Council staff have recently completed a comprehensive climate survey. The findings of the survey will be distrubuted to staff and Councillors in September 2006, with a view to establishing a set of actions/initiatives to improve and enhance service delivery and the overall image of Council.

Implement organisational wide training programs to enhance customer relationships.

As required

Relates to Action

- General Manager

COMPLETED

A complete review of Council's customer service practices and processes was undertaken by a corporate customer service working party in the 3rd and 4th quarter. This group produced a comprehensive document titled "I Provide Quality Service", in which current gaps were identified, and a broad action plan, including key priorities was developed. A number of recommendations have commenced, including the development of an Intranet, and redesign of Council's Web Page, along with appropriate training. The Mayor and Deputy Mayor were briefed on the project in the 4th quarter. Funding for other key recommendations has been sought, with implementation of additional customer service training programs expected to commence in the 1st and 2nd quarter.



Integrated Planning

Ku-ring-gai will be a vibrant place while maintaining its unique character, natural environment and heritage.

Integration of Council's planning will improve the liveability and vitality of local communities and the sustainability of the area.

Budget 2005/2006:	<u> </u>
Expenditure	\$1,798,900
Revenue	\$380,400
General (Net) Funding	\$1,418,500

Council must respond to State Government and Community demands for additional housing, greater housing choice and associated facilities

Objective 1 Mgt Plan related Yes

Ku-ring-gai will be a vibrant place while maintaining its unique character, natural environment and heritage.

Actions

- 01 Prepare plans for urban conservation areas.
- 02 Commence review of Council's Bushfire prone land map.
- 03 Complete a water conservation plan.
- 04 Establish a program for progressing sustainability into Council's activities.
- 05 Continue to review potential heritage items
- Monitor the F3/Sydney orbital connection proposal for siting of infrastructure such as exhaust stacks and any other proposed works that may impact on residents.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
01	Finalise tree preservation order.	1st Quarter	Director Open Space
		Relates to Action	

COMPLETED

Reported to Council and placed on public exhibition. Exhibition closed on 19 May 2006. Comments received to be reported to Council on 12 September 2006.

O2 Report timetable and progress of bushfire prone land map 2nd Quarter Director Open Space to Council.

Relates to Action

COMPLETED

Timetable and process of updating map adopted by Council and the Bushland Catchment and Natural Areas Reference Group. Draft map to be considered by Council in November 2006 in accordance with Council Resolution. Work is progressing to schedule and progress will be considered at a Planning Committee meeting in October 2006.

Integrated Planning

O3 Continue to review potential Heritage items (including pre war and inter war), develop heritage inventory sheets and report as required.

4th Quarter
Relates to Action

COMPLETED

Potential Heritage Item Review reported to Council on 27 June, 2006. Non-statutory exhibition prior to finalisation of list for inclusion in the comprehensive LEP.

Objective 2 Mgt Plan related Yes

Housing, transport, open space and community facilities will meet the needs of a changing community while protecting heritage and the natural environment.

Actions

- In association with the development of the state government Metro Strategy, lobby for infrastructure and intersection upgrades to major arterial link networks and access to railway stations.
- 02 Ensure integration of accessibility criteria into Council's planning documents.
- O3 Continue to implement Stage 2 of the Residential Development Strategy by preparing plans for major commercial centres.
- Review classification of community landholdings in association with Stage 2 of the Residential Development Strategy.
- Commence the development of a comprehensive Local Environmental Plan for Ku-ring-gai, to replace the Ku-ring-gai Planning Scheme Ordinance.
- 06 Undertake an open space land acquisition study.
- 07 Prepare a comprehensive public domain plan.
- 08 Co-ordinate assessment of rezoning applications.
- 09 Continue to revise key planning documents to make them more effective and to respond to legislative change.
- 10 Develop plans for traffic management and other forms of transport in the major centres.
- 11 Progress negotiations concerning the abandoned freeway corridor lands in Wahroonga and Turramurra.
- 12 Prepare Draft Plans of Management for Community Lands.

Key Performance Indicators

<u>No</u>	<u>Details</u>	DueDate	Responsible Officer
01	All planning documents referred to Council for consideration include accessibility criteria.	Ongoing Relates to Action	Director Planning and Environment

COMPLETED

Outdoor Dining Policy adopted and Town Centre Planning documents have been referred to Council, these include provision for appropriate accessibility criteria.

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Integrated Planning

02 Complete drafting of plans of Management as per

Ongoing

Relates to Action

Director Open Space

Council's adopted program.

COMPLETED

Bushland reserves Plan of Management was adopted by Council on 23 May 2006. Preparation of other Plans occurring in accordance with timeframe outlined in Report to Council September 2005. Sportsground Plan of Management has been amended to include Tennis Courts and will be presented to Council as a draft for public exhibition on 12 September 2006.

03 Complete review of Development Control Plan No.38 (having regard to the special value of precincts).

1st Quarter **Relates to Action** Director Planning and **Environment**

COMPLETED

Series of workshops and presentation held with Councillors, staff and key stakeholders. Councillors advised by email on 17 October 2005 that the finalisation of the DCP38 review would now be in 2006 following discussion at the Planning Committee. Subsequently Council's ability to amend DCP's has been restricted by legislative reform although some aspects of the review were completed by 30 April deadline. Further amendments to legislation have recently been gazetted.

04 Finalise integrated plan for St Ives.

1st Quarter Relates to Action

Director Planning and **Environment**

COMPLETED

Council resolved to adopt final draft LEP and DCP for exhibition at Council meeting on 15 December 2005. Final LEP amendments adopted as per Section 65(2) Certificate. Review completed prior to 30 April deadline. Further amendments will now be incorporated into the Comprehensive LEP preparation.

05 Finalise integrated plan for Turramurra.

1st Quarter Relates to Action Director Planning and Environment

COMPLETED

Council resolved to adopt final LEP and DCP for exhibition on 27 March 2006. Section 65(2) Certificate conditionally issued. Reported to Council on 8 August 2006 seeking Council approval to commence exhibition including dates for exhibition period.

06 Review Development Control Plan 55.

1st Quarter Relates to Action Director Planning and Environment

COMPLETED

A review of this DCP has been completed and reported to Council on 20 April 2006. Amendments resolved by Council have been implemented.

07 Finalise integrated plan for Gordon.

2nd Quarter Relates to Action Director Planning and **Environment**

COMPLETED

Council adopted Draft Land Use Strategy on 20 April 2006 and LEP and DCP for exhibition on 26 July 2006, consistent with timeframes adopted by Council in February 2006.

Integrated Planning

08 Public Domain Plan completed and reported to Council.

2nd Quarter
Relates to Action

Director Community Services
Director Open Space
Director Planning and
Environment
Director Technical Services

NOT ACHIEVED

Resources have been focused towards Town Centre Planning and Public Domain Planning associated with Town Centres. Town Centre plans incorporate public domain plans as the basis for a formal public domain plan.

Establish a program for the development of a comprehensive Local Environmental Plan and report to Council.

2nd Quarter
Relates to Action

Director Planning and Environment

NOT ACHIEVED

09

Town Centres Program currently underway using LEP template. This is the first step in preparing Council's new comprehensive LEP. Template LEP gazetted on 31 March 2006. This set 5 year timetable into effect. Report will be presented to Council on 12 September, 2006.

10 Finalise integrated plan for Pymble.

3rd Quarter
Relates to Action

Director Planning and Environment

COMPLETED

Council adopted Draft Land Use Strategy on 20 April 2006 and LEP and DCP for exhibition on 25 July 2006, consistent with timeframes adopted by Council in February 2006.

Open Space land acquisition reported to Council including fundings and associated opportunities.

3rd Quarter
Relates to Action

Director Open Space

NOT ACHIEVED

A number of future potential open space acquisitions have been reported to Council as a component of Centre Planning. Additionally staff are currently reviewing draft information provided by the Consultants working on an overall acquisition strategy prior to it being presented to Council. Initial consideration of the work will be presented to Council on 26 September, 2006.

Report to Council on initiatives undertaken to progress infrastructure and intersection upgrades to major arterial link networks.

3rd Quarter
Relates to Action

Director Technical Services

COMPLETED

Traffic studies have been completed for the six town centres indicating improvements to major intersections on the main arterial links.

13 Finalise integrated plan for Roseville.

4th Quarter
Relates to Action

Director Planning and Environment

COMPLETED

Council adopted a timetable for town centres on 6 February. Land use recommendations reported to Council 23 May 2006. On 23 May 2006 Council resolved Draft Land Use Strategy consistent with 7 February timetable, as adopted by Council.

Integrated Planning

14 Finalise integrated plan for Lindfield.

4th Quarter
Relates to Action

Director Planning and Environment

COMPLETED

Council adopted a timetable for town centres on 6 February. Land use recommendations reported to Council 23 May 2006. On 23 May 2006 Council resolved Draft Land Use Strategy consistent with 7 February timeline as adopted by Council.

Community Development

Ku-ring-gai is characterised by a socially and culturally diverse community that values a safe and healthy environment. Council provides services and programs that respond to the specific needs of the Ku-ring-gai community.

Budget 2005/2006:	
Expenditure	\$10,565,700
Revenue	\$3,102,100
General (Net) Funding	\$7,463,600

Objective 1

Mgt Plan related Yes

To contribute to a sustainable, safe, healthy and vibrant community through the provision of integrated services and programs.

Actions

- 01 Increase access to and use of Council's community facilities and recreation areas.
- 02 Encourage greater participation in community based volunteer programs.
- 03 Conduct Children's Centre Feasibility Study.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
01	Commence implementation of recommendations in Community Plan and report quarterly to Community Services Committee.	Ongoing Relates to Action	Director Community Services

COMPLETED

Community Plan adopted by Council in May 2006. Incorporated in the plan are comments from community organisations and government bodies including Northern Sydney Central Coast Area Health, Ku-ring-gai Neighbourhood Centre and Computer Pals Turramurra. Reports on the implementation of the Community Plan are provided to Community Development committee on a regular basis.

O2 Continue to communicate quarterly on Open Space Ongoing Director Open Space programs and plans.

Relates to Action

COMPLETED

Spring, Summer & Autumn editions of "Out in the Open" have been released.
Spring Sports Forum held and Autumn Forum held on 8 May 2006.
Seasonal allocation process includes regular communication with hirers.
Quarterly Bushcare News has been distributed. In August 2006, Council received the prestigious "Dougherty" award for "Out in the Open", with judges finding the publication had "excellent thematic unity and presentation"

O3 A 'Sports in Ku-ring-gai' strategy completed and 1st Quarter Director Open Space implementation commenced. Relates to Action

COMPLETED

Strategy has been adopted. Several actions outlined in the Strategy including a Regional forum are being pursued and other high priority actions are identified in the draft Management Plan 2006-2010.

Community Development

O4 Develop concept plan for improved aquatic leisure facilities.

2nd Quarter

Relates to Action

Director Open Space

COMPLETED

Concept plans for improved aquatic leisure facilities reported to Council. Report seeks exhibition of consultant study including conceptual plans for improved facilities. Further work has been identified in the draft 2006-2010 Management Plan, subject to future Council resolution.

O5 Identify opportunities, particularly for seniors, to promote recreational use of bushland areas including Ku-ring-gai Wildflower Garden.

2nd Quarter
Relates to Action

Director Open Space

COMPLETED

The Wildflower Garden has recently completed the construction of a new shelter at Dampiers Clearing. This shelter has water, power a BBQ and toilets. This will complement the existing assets and enable a greater diversity of public spaces.

Investigate and report on development of an "Active Kuring-gai" program.

2nd Quarter
Relates to Action

Director Open Space

COMPLETED

A series of walks and activities are being conducted on a monthly basis to promote the recreational use of bushland areas. Attendance on these walks is over twenty per walk and over 120 residents, the majority of them being seniors, have participated in these activities. Continues to be reported through the Management Plan updates. Also included in the Sport in Ku-ing-gai action plan. Sport in ku-ing-gai report adopted by Council on 9 May 2006.

07 Children's Centre Feasibility Study completed.

3rd Quarter
Relates to Action

Director Community Services

COMPLETED

Analysis of children's services waiting lists has been conducted, service needs and research on multi-purpose facilities undertaken, site criteria completed, initial phase of study has been completed by Council Officers, and will now form part of concept plans for multi-purpose child care centre.

08 Develop concept Plan for multipurpose Children's facility.

4th Quarter
Relates to Action

Director Community Services

NOT ACHIEVED

A feasibility study for a Multipurpose Children's Centre, including options for a range of functions within the centre, has been completed by Council Officers. A number of sites have been identified. It is intended that this study now be discussed at Council's Facilities Committee, and recommendations be made about the site, services and functions, based on the options provided in the study. Once the site and functions been determined, detailed concept plans can then be developed.

O9 Continue to increase participation in Council's environmentally based community programs.

4th Quarter
Relates to Action

Director Open Space

COMPLETED

In addition to Council's Bushcare program, new programs have been developed over the past 12 months to expand opportunities for residents' participation: Streetcare (9 new sites), Parkcare (2 new sites), Backyard Bushcare (47 face to face consultations) and Backyard Buddies (over 200 people on the database).



Community Development

Objective 2

Mgt Plan related Yes

To provide a library service that addresses the information, cultural and recreation needs of the community.

Actions

01 Review and enhance Council's library services.

Key Performance Indicators

No Details

DueDate

Responsible Officer

O1 Conduct a review of library services including opening

2nd Quarter

Director Community Services

hours.

Relates to Action

COMPLETED

A review of library services has been completed, including a review and update of the Library Strategic Plan, a survey of opening hours, a non user survey, and a review of the housebound/courier service. Results and recommendations from reviews and surveys are provided on a regular basis at the Community Development Committee. Plans for the upgrade of the Technology Centre at Gordon Library have been developed, and grant funding of \$76,000 has been received from the State Library of NSW to assist in the upgrade.

Objective 3

Mgt Plan related Yes

To offer a stimulating environment for artistic and creative expressions through an ongoing program of art courses, workshops and events.

Actions

O1 Review existing service programs to ensure they remain responsive and relevant to the needs of the community.

Key Performance Indicators

No Details

<u>DueDate</u>

Responsible Officer

01 New arts o

Ongoing

Director Community Services

New arts centre program revised.

Relates to Action

COMPLETED

New program includes classes in Nuno Felting and Expressive Drawing, rhythm and dance and bead making have been added to the vacation program which also offers 3D work, poetry, and jewellery making. The exhibition program has been extended to include a Children's Show, Sculpture and Photography, Fabric Exhibition, along with the Annual Tutor's Show, and Art Expressed 2006. Weekend workshops now also include Nuno Felting, Glass Bead Making, Silver Jewellery, Art Appreciation, Chinese Brush Painting and Textiles.

Masterclasses have also been introduced along with a number of special events including the popular Circle of Understanding during the Guringai Festival.

Community Development

Objective 4

Mgt Plan related Yes

To provide programs that represent value for money and are financially sustainable.

Actions

01

Key Performance Indicators

No Details

Refer recommendations identified in Community issues paper to Council for consideration.

4th Quarter

DueDate

Director Community Services

Responsible Officer

Relates to Action

COMPLETED

The Community Plan, incorporating changes made following the exhibition period, was presented to Council, and adopted in May 2006.

Objective 5

Mgt Plan related Yes

To develop community pride and identity through cultural planning, community celebrations and cultural awareness programs.

Actions

01

O1 Present cultural celebrations and special events that encourage community participation and create a sense of well-being.

Key Performance Indicators

B.T.	D-4-9-	
No	<u>Details</u>	

DueDate

Responsible Officer

Commence implementation of recommendations in Cultural Plan and report quarterly to Community Services Committee.

Ongoing

Relates to Action

Director Community Services

COMPLETED

Updates on implementation of recommendations from the Cultural Plan, including plans for public art memorial, and community festivals, reported to Community Development Committee on a monthly basis.

02 Community festival held.

4th Quarter

Relates to Action

Director Community Services

COMPLETED

Council's 3rd annual Festival on the Green was held on Sunday 18th June 2006. This year the festival featured a heritage theme to incorporate Centenary activities, including a Citizenship Ceremony and Mayor's Centenary Awards. Main stage to provide entertainment was from various school and community groups, with the centre stage featuring 'The Three Belles' and free children's circus workshops. Roaming performers entertained and interact with the audience. There were over 70 food and wine and market stalls, including Council departments with information about their services.

Community Development

Adopt a program for specific community groups and music events and report to Council.

4th Quarter
Relates to Action

Director Community Services

COMPLETED

A program for the Music in the Park concerts has been developed. A Centenary Concert is planned for 16 September, and a second concert will be held in 3rd quarter 2006-07 year.

O4 Commence implementation of program for Centenary of Local Government.

4th Quarter
Relates to Action

- Director Community Services

COMPLETED

Centenary sub committee established, and meeting on a regular basis. Centenary Dinner was held in March 2006. There were also a number of Centenary celebrations at Council's Festival on the Green which was held 18 June 2006. Centenary Grants program has been assessed and funding has been provided to community groups for Centenary projects. Centenary publication, Under the Canopy, is nearing printing stage, and should be ready for distribution in October/November 2006.

Objective 6 Mgt Plan related Yes

To provide quality open space, sufficient to meet the needs of the community.

Actions

O1 Complete plans for North Turramurra Recreation.

Key Performance Indicators

<u>No</u>	Details	<u>DueDate</u>	Responsible Officer
01	Detailed plans and construction program for North	3rd Quarter	Director Open Space
	Turramurra recreation area reported to Council.	Relates to Action	

DEFERRED

A construction timeline has been reported to Council. This KPI has been included in the 2006-2010 Management Plan for reporting to Council during the first quarter.

O2 Complete master plans for district parks.

4th Quarter
Relates to Action

Director Open Space

COMPLETED

Council adopted a timeframe for the preparation of district park masterplans. Draft plan for Swain Gardens and Kissing Point Village currently being prepared for consultation.

O3 Continue to develop and implement master plans for District Parks.

4th Quarter

Relates to Action

- Director Open Space

COMPLETED

1st stage implementation of master plans reported to Council as part of Open Space & Environmental levy capital works program for 2006/07 in June 2006.

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Natural Environment

The identity of Ku-ring-gai comes from the relationship between natural bushland, creeks, street trees and our urban area.

Urban development and human interaction occur within our community and our natural resources and impact on the sustainability of the area.

Budget 2005/2006:	
Expenditure	\$18,528,400
Revenue	\$10,106,400
General (Net) Funding	\$8,422,000

Ku-ring-gai recognises the value of integrated natural resource management.

Objective 1 Mgt Plan related Yes

To understand and manage our natural environment to ensure that it is preserved and enhanced for current and future generations.

Actions

- 01 Preserve the existing areas of natural habitat.
- 02 Improve the condition of our riparian systems.
- 03 Implement initiatives to further reduce greenhouse gas emissions.
- 04 Review methods for further reduction in disposal of waste to landfill.
- Further relationships with research institutions to assist in natural area management.
- 06 Promote recreation in bushland areas.
- 07 Increase participation in environmental education programmes across all sectors of our community.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
02	Implement prioritised program of riparian restoration and improvements.	1st Quarter Relates to Action	Director Planning and Environment
	COMPLETED		
	Environmental Lavy and other conital works funding all the state of th		

Environmental Levy and other capital works funding allowed for the planning and improvements to riparians systems. For example Minnamurra Avenue road and drainage reconstruction. Rehabilitated and revegetated a significant section of Blackbutt Creek.

Establish resident usage of bushland areas, including participation in bushland eduction programmes.

2nd Quarter

Director Open Space

COMPLETED

Survey completed. Analysis of results was reported to Bushland Catchments and Natural Areas Reference Group in June 2006, and to Council in July 2006.

Natural Environment

Report outcomes of the education program on the new waste and recycling system.

1st Quarter Relates to Action **Director Technical Services**

COMPLETED

Education material has been printed for advice to new residents and to existing residents that are experiencing problems with contamination. Further education will be undertaken with local schools. Education displays were held at the St Ives Festival on the Green and the St Ives show.

04 Prepare an asset management plan for bushland facilities and assets.

2nd Quarter Relates to Action **Director Open Space**

NOT ACHIEVED

All assets in Lane Cove catchment have been mapped. Mapping has commenced in Cowan catchment, and will be followed by Middle Harbour catchment. Data collation is continuing as resources allow. Completion of this phase of building a more comprehensive asset management plan will be complete during 2007.

05 Biodiversity strategy completed and implementation commenced.

2nd Quarter Relates to Action **Director Open Space** Director Planning and **Environment**

COMPLETED

Biodiversity Strategy adopted by Council on 23 May 2006. This strategy is being implemented as part of Council's operations, planning and strategy areas and through the Environmental Levy.

06 Adopt a measure for biodiversity.

3rd Quarter Relates to Action - Director Open Space

COMPLETED

A measure for biodiversity has been developed and is being further refined utilising terrestrial invertebrates and freshwater aquatic invertebrates as bio-indicators. This work will build on existing data from fresh aquatic invertebrate monitoring in the Ku-ring-gai area. Results from the monitoring program are expected early 2007. In the future when the measure becomes more sophisticated vertebrate taxa may also be included in the measure. This project is being performed in cooperation with Macquarie University and Monash University. It is anticipated that a number of scientific papers will be published as a result of these studies. Reported to Council on 23 May 2006.

07 Report on Water Smart challenge community involvement 3rd Quarter programme and "Every Drop Counts" program.

Relates to Action

Director Planning and **Environment**

COMPLETED

A report to Council on 27 June 2006 seeking Council's approval for the draft energy & water savings action plan and to seek Council approval to go to tender to enter into an Energy Performance Contract. This was resolved by Council and the tender process has beaun.

08 Reduce the percentage of bushland that is severely degraded by weeds.

4th Quarter Relates to Action

Director Open Space

COMPLETED

Analysis of the weed mapping data (as reported to the Bushland, Catchment and Natural Areas Reference Group on 19 June, and Council on 18 July 2006) has identified a general lessening of the most degraded vegetation areas (class 3 and 4 weeds). The analysis of the data recognises that change in the condition of bushland must be interpreted over the long term.

${\mathcal M}$ anagement Plan Progress Report 2005-2009

Natural Environment

The number of projects undertaken that improve riparian condition.

4th Quarter
Relates to Action

Director Open Space

COMPLETED

Works funded by the environmental levy which improve the quality of water entering the riparian system include: Maddison Reserve Pymble Bushland outlet protection; Huntleys Reserve St Ives bushland outlet protection; Normurra Street Turramurra water sensitive urban design; Bicentennial Park West Pymble sediment removal; Pacific Highway, Dumaresq, McIntyre and Moree streets Gordon gross pollution removal & maintenance of pollution control devices; Du Faur Wetland Turramurra review of wetland; Richmond Park, Oval storm water harvesting.

10 Report on development applications conforming to the objectives of Council's Planning instruments.

4th Quarter
Relates to Action

Director Development and Regulation

COMPLETED

Of the 2131 development applications determined in 2005/06, 91.7% conformed to the objectives of Council's planning instruments. The remaining 8.3% did not conform and were refused.

11 Update greenhouse action plan.

4th Quarter
Relates to Action

 Director Planning and Environment

COMPLETED

A memo has been provided to Councillors in August 2006, which included an updated Greenhouse Action Plan complementing Council's Energy and Water Savings Action Plan (adopted by Council on 27 June 2006).

Objective 2

Mgt Plan related Yes

The community and Council have access to information to guide evidenced based decisions to sustainably manage our environment.

Actions

01

Key Performance Indicators

No Details

DueDate

Responsible Officer

Supplementary State of the Environment Report prepared.

1st Quarter

Relates to Action

Director Planning and

Environment

COMPLETED

SOE has been prepared and submitted to Council with annual report. The Regional SOE report prepared by NSROC has been attached to Council's own report.

Natural Environment

Mgt Plan related Yes **Objective**

To apply Council's resources in the most effective and efficient manner to contribute to protecting and managing our natural environment.

Actions

- Implement the bushfire hazard reduction programme. 01
- 02 Implement the projects identified in the environment levy.
- 03 Prepare a Water Management Plan.
- Strengthen the Bushcare programme and groups. 04

Key Performance Indicators

Details DueDate Responsible Officer 01 Identify water conservation targets. 3rd Quarter Director Open Space Relates to Action

COMPLETED

Targets identified as part of the development of water and energy conservation plan. This plan was reported to Council in June 2006 and submitted to the Department of Energy Utilities and Sustainability. As part of this plan Council is seeking to engage an energy and water conservation specialist to assist in the implementation of priority water and energy savings projects.

State of Environment Plan linked to Management Plan. 02

3rd Quarter

Director Open Space

Relates to Action

COMPLETED

Key issues identified in the State of the Environment Report incorporated into the draft 2006-2010 Management Plan. This will be revisited as part of the proposed visioning process and corporate reporting to be undertaken over the next 15 months.

03 Report on extensions to fire breaks at the urban/bushland

4th Quarter

Director Open Space

interface.

Relates to Action

COMPLETED

Prior to the commencement of the 2005–2006 financial years, Ku-ring-gai Council had established and maintained 21.5 kilometres of fire breaks. These breaks have been located on the bushland/ urban interface in areas of extreme, very high and high bushfire risk.

In 2005/06 Council was awarded funding through the Natural Disaster Mitigation Program to establish two further fire breaks on west facing slopes in St Ives. The new additions increase the overall Fire Breaks to 24.3 kilometres. Another 1.6km of fire breaks is under construction within Blackbutt Creek Reserve at West Pymble. This break is being funded from the Environmental Levy. Once established, this will bring the total length of fire breaks within the LGA to 26.2 kilometres.

Annual report prepared on implementation of projects 04

4th Quarter

Director Open Space

funded by the environment levy.

Relates to Action

COMPLETED

The Environmental Levy has completed or is completing a variety of projects, in total 35 projects to improve the environment within Ku-ring-gai LGA. A description of each program can be found on the Council web site under Environmental Levy. Projects funded by the Levy have recently been reported to Council on 25 July 2006.

Natural Environment

05

10% increase in volunteer hours Worked by bushcare volunteers.

4th Quarter
Relates to Action

Director Open Space

COMPLETED

Hours worked by community volunteers has increased from 10,500 to 12,000 hrs. This was achieved by the strong growth of Streetcare which is proving to be very popular with the residents of Ku-ring-gai.

Built Environment

Ku-ring-gai has an ageing infrastructure that requires significant funding to be sustainable and meet the needs of the community.

Pressure is being placed on the built environment by increased development and the need for Council to manage appropriate forms of development that are sympathetic to the area.

Budget 2005/2006:	
Expenditure	\$23,944,500
Revenue	\$13,081,700
General (Net) Funding	\$10,862,800

There is an ongoing need to ensure a reliable, consistent, effective and efficient development assessment and regulation service.

Objective Mgt Plan related Yes

Management of our assets (roads, drains, footpaths, buildings, open space) that meet current and future uses and needs within resources available.

Actions

- Develop five year rolling programs for roads and footpaths that targets 12 kilometres of road and 2.5 kilometres 01
- Develop five year programs for upgrading sportsfields, sporting facilities and playgrounds. 02
- Continue to implement the program for road treatments adjacent to bushland which enhances the quality of 03 water into the natural environment.
- Continue the program for replacement and improvements for Council buildings. 04
- Develop a program for improvements for all catchments in accordance with Council's ranking criteria. 05
- Apply for an extension of the Infrastructure Levy. 06
- Review service standards against all major asset classes. 07
- Continue integration of asset costing data to council's financial systems. 80
- Commence implementation of irrigation programs for Council parks and reserves that utilise Councils 09 Stormwater drainage system.
- Implement stage I of Sewer mining project for Golf course irrigation. 10
- Initiate forward design program for Open space capital works. 11
- Update drainage maintenance and Capital Works program in accordance with findings of the catchment 12 analysis for the Lane Cove River Catchment.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
01	An adopted five year rolling program for roads and footpaths.	1st Quarter Relates to Action	Director Technical Services
	COMPLETED		

COMPLETED

The five year rolling road and footpath program was reported to Council in July 2005 and was adopted by Council. Work has been completed on a number of projects and the road program was substantially completed in March 2006.

Built Environment

An adopted seven year building maintenance program for all major Council buildings.

1st Quarter
Relates to Action

Director Technical Services

COMPLETED

The report on the building maintenance program was reported to Council in September 2005 and was adopted by Council with some minor variations. Work has commenced on some projects and the program is scheduled for completion by June 2006. Quarterly

O3 An adopted program for upgrading open space assets.

1st Quarter
Relates to Action

Director Open Space

COMPLETED

Reported to Council and adopted for Open Space assets including projects funded by Environmental Levy.

An adopted program for improvements to the drainage system in all catchments.

1st Quarter
Relates to Action

Director Technical Services

COMPLETED

A report was presented to Council in March 2006 and the outcomes of the Lane Cove catchment analysis report was used to update the capital works program for drainage works. Council adopted the recommendations of the report and further assessment on the cos to bring the drainage assets up to a design standard of 1 in 20 years.

05 Call and let tenders for new depot site at Suakin Street.

2nd Quarter

Director Technical Services

Relates to Action

COMPLETED

Expressions of Interests were called in August 2005 and closed in October 2005. The outcome of the EOI was reported to a briefing session of Councillors in December 2005. A report was tabled in February 2006 recommending the proposed means of sale. Tenders closed on 1 June 2006 and a report is to be tabled at Council's meeting of 25 July 2006 recommending the proposed course of action.

Undertake consultation and preparation of application for Infrastructure Levy.

3rd Quarter
Relates to Action

Director Technical Services

COMPLETED

Council resolved in August 2004 to apply for an extension of the Infrastructure Levy. Consultation took place in April 2006 and the Levy was approved on 28 June 2006 for the next 7 years.

O7 Complete road and footpath and program within 10% of time and cost estimates.

4th Quarter
Relates to Action

Director Technical Services

COMPLETED

The roadworks program is now complete and was underspent by approximately \$25,000. Work is essentially completed on the footpath and cycleway program with some minor carry forward works. Wahroonga Shopping Centre works are nearing completion.

O8 Complete annual program for design & upgrading of open space assets within 10% of cost and time estimates.

4th Quarter
Relates to Action

Director Open Space

COMPLETED

2006/2007 Program for Capital Works reported to Council on 23 May 2006.

Built Environment

Objective 2 Mgt Plan related Yes

To ensure development assessment is consistent with Council's policies and codes and provides an efficient and effective service.

Actions

- 01 Ensure appeals are well managed and deemed refusal numbers are minimised.
- 02 Reduce numbers of outstanding Development Applications.
- 03 Co-ordinate responses to Development Applications for targeted sites.
- 04 Document and report the operation of Private Principal Certifying Authorities.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer	
01	Development of a Compliance Policy.	1st Quarter Relates to Action	Director Development and Regulation	
	NOT ACHIEVED			
	Draft compliance policy to be finalised for consideration by the Planning	Committee in September 2	006.	
02	Establish express Development Application assessment process for straight forward applications.	1st Quarter Relates to Action	Director Development and Regulation	
	COMPLETED			
	Process is operational.			
03	Conduct public education workshops regarding the role of Council Compliance Officers, Private Certifiers and Principal Certifying Authorities.	2nd Quarter Relates to Action	 Director Development and Regulation 	
	NOT ACHIEVED			
	Informal information session for the Planning Committee scheduled for September 2006. This will be followed by a public education program. Educational aids have been developed.			
04	Extend Pre DA advice service to all application types.	2nd Quarter Relates to Action	Director Development and Regulation	
	COMPLETED			
	Pre DA service extended to dwelling houses, dual occupancies, seniors I	iving and subdivision		
	and the second of the second o	iving and subdivision.		

${\mathcal N}$ anagement Plan Progress Report 2005-2009

Built Environment

O5 Audit and report on development compliance for completed development sites.

4th Quarter
Relates to Action

Director Development and Regulation

NOT ACHIEVED

Additional criteria have been developed but completion of the audit has been delayed due to staff shortages and competing priorities. Completion expected by 1st quarter 2006/07.

Maintain outstanding DA numbers below 550.

4th Quarter
Relates to Action

 Director Development and Regulation

COMPLETED

Outstanding DAs reduced to 369 as at June 2006

Case reporting on L&E Court appeal outcomes undertaken including assessment of legal firms performance.

4th Quarter
Relates to Action

Director Development and Regulation

COMPLETED

Regular appeal outcome reporting has commenced. Assessment of legal firms' performance underway as part of Legal Panel Review

Objective 3 Mgt Plan related Yes

To provide multi purpose accessible facilities for community use.

Actions

07

- 01 Implement community facilities improvement program.
- 02 Promote halls and meeting rooms.
- 03 Review utilisation rates for community facilities.
- 04 Assess mix of Council facilities in major town centres and associated review of funding options.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
01	Report on new/improved facilities in major town centres and associated funding options.	Ongoing Relates to Action	Director Community Services Director Finance and Business Director Open Space Director Planning and Environment Director Technical Services General Manager

COMPLETED

Reports for St Ives, Turramurra, Pymble and Gordon town centres have been reported to Council. Facilities related to Lindfield will b reported to Council on 16 August and for Roseville on 22 August 2006.

lphaanagement Plan Progress Report 2005-2009

Built Environment

02 Implement the Community Facilities Improvement Program and report to Council.

2nd Quarter Relates to Action **Director Community Services**

COMPLETED

Community Facilities Improvement Program completed and has been integrated into Building Maintenance Program.

03 Audit the usage of Council's facilities and report on findings

2nd Quarter Relates to Action **Director Community Services**

COMPLETED

Audit conducted end 2005 and report presented to Community Development Committee in March 2006.

Car park utilisation audit and finding developed and reported in line with Town Centre Planning.

04 Lease and licence agreements finalised and executed as they fall due.

4th Quarter Relates to Action

Director Community Services

COMPLETED

- 1. 21 Handley Ave, Turramurra (lease renewal) Pymble Turramurra Kindergarten
- 4-12 Babbage Rd, Roseville (licence) Kindergarten Union Children's Services.
- 3. 10A Auluba Rd, Sth Turramurra (lease renewal) Kindergarten Union Children's Services.
- 4. Performing Arts Resource Centre (licence agreements) Various.
- 5. 11-21 Cowan Rd, St Ives (licence agreement) Northern Sydney Central Coast Health (NSCCH).
- 6. 1/12-18 Tryon Rd, Lindfield (lease agreement) NSCCH.
- 76B Highfield Rd, Lindfield (acquisition) Scout Hall.
- 8. 29 Garrick Rd St. Ives Pre-school Kindergarten (lease renewed)

Scout leases still being negotiated, inclusions to standard Scout lease have been made and awaiting feedback from Scouts NSW.

Management Plan Progress Report 2005-2009

Financial Sustainability

Ku-ring-gai is a largely developed Council with an ageing infrastructure and a heavy reliance on rating revenue as a proportion of total income.

Council has an annual budget of \$70.4 million, of which \$9.8 million is committed to capital and project works.

Council's financial strategies are governed by a 10 year financial model which is reviewed by Council each year. The aim of the model is to increase Council's commitment to asset renewal while simultaneously reducing debt.

Budget 2005/2006:	
Expenditure	\$3,600,000
Revenue	\$4,158,000
General (Net) Funding	-\$558,000

Mgt Plan related Yes

To ensure the financial sustainability of Council which allows for efficient service delivery and the effective management of Council's assets, now and in future years.

Actions

Objective

- 01 Reduce Council's debt.
- 02 Adopt a 10 year financial model setting the parameters for Council's Financial Framework.
- 03 Produce statutory documents in accordance with legislative requirements.
- 04 Review the policy for long term financial sustainability.
- 05 Implement the requirements of the International Accounting Standards.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
01	Investment performance reported to Council on a monthly basis.	Monthly Relates to Action	Director Finance and Business

COMPLETED

Investments for July - June reported to Council. Investment returns have exceeded bank bill rate in each month to June 2006. The year to date return for the 2005/06 financial year was 6.24% which compares favourably with the UBS Bank Bill Index benchmark of 5.77%.

O2 Council's Budget review reported to Council within two months of the end of each financial quarter.

Each Quarter

Relates to Action

Director Finance and Business

COMPLETED

September quarterly review referred to Council on 22 November 2005, December review referred on 28 February, March review referred to Council on 23 May, June quarterly review to be considered by Council on 22 August 2006.

Management Plan Progress Report 2005-2009

Financial Sustainability

03 Re-apply for DIPNA Stage II funding grant.

1st Quarter
Relates to Action

Director Finance and Business

COMPLETED

Memorandum of understanding signed and forwarded to Department of Planning on 19 January 2006. First payment received in March 2006.

04 10-Year Financial Model reviewed and adopted by Council. 2nd Quarter
Relates to Action

 Director Finance and Business

COMPLETED

Model referred to Finance Committee on 5 December 2005 and subsequently adopted by Council on 13 December 2005 (Minute no: 551).

O5 Annual Financial Statements adopted and submitted to the Department of Local Government.

2nd Quarter
Relates to Action

Director Finance and Business

COMPLETED

Financial Statements adopted by Council on 18 October 2005.

Notional rate return audited and submitted to Department of Local Government.

2nd Quarter
Relates to Action

Director Finance and Business

COMPLETED

06

07

Notional Rate return was audited on 31 October 2005.

Policy for long term financial framework adopted.

2nd Quarter
Relates to Action

Director Finance and Business

COMPLETED

Policy for long term financial framework adopted on 13 December 2005. Additional initiatives included indexing of all capital works programs, additional commitment to "works of direct community benefit", and additional transfers to contingency reserve.

Report showing methodology of allocation to Capital works based on what is required to maintain a satisfactory standard and the timeframe.

2nd Quarter
Relates to Action

Director Finance and Business Director Open Space Director Technical Services

COMPLETED

A report was tabled at the Finance Committee in December 2005 and to Council on 23 May 2006. A further report will be presented at a future Finance Committee which will inloude details on the methodolgy of distributing funding between assets.

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∜ anagement Plan Progress Report 2005-2009

Financial Sustainability

9 Requirements contained in Council's 10 year financial model are implemented.

4th Quarter
Relates to Action

Director Finance and Business

COMPLETED

Adopted budget is consistent with the requirements of Council's 10 year financial model.

Model for 2006/2007 budget was adopted by Council on 15 December 2005 with the budget and Management Plan adopted on 13
June 2006

10 Council's investment returns to meet or exceed the average bank bill rate.

4th Quarter
Relates to Action

Director Finance and Business

COMPLETED

Investment returns have exceeded bank bill rate in each month to June 2006. The year to date return for the 2005/06 financial year was 6.24% which compares favourably with the UBS Bank Bill Index benchmark of 5.77%. On 20 June 2006 the Finance Committee endorsed expanding Council's investment portfolio to include direct investments in an effort to increase Council's investment return and reduce risk.

11 Balanced budget developed for public exhibition.

4th Quarter
Relates to Action

Director Finance and Business

COMPLETED

Draft Management Plan 2006-2010 adopted by Council on 20 April and was on public exhibition for a period of 28 days commencing 28 April 2006. The Management Plan 2006-2010 including the budget and fees & charges for 2006/07 was then adopted by Council on 13 June 2006

Council's debt reduced to \$11.2 million.

4th Quarter
Relates to Action

Director Finance and Business Director Technical Services

COMPLETED

12

13

Council's outstanding debt at 30 June 2006 was \$11.147million.

\$2,176,600 committed to works of 'direct community benefit'

4th Quarter
Relates to Action

Director Finance and Business

COMPLETED

Works totalling \$2,176,000 form part of Councils adopted budget.

Management Plan Progress Report 2005-2009

Financial Sustainability

Mgt Plan related Yes **Objective**

To continuously explore opportunities to maximise the financial return and Community benefit from Council's commercial property holdings.

Actions

- 01 Complete sale of Carlotta Street.
- 02 Execute commercial leases/Licences as required.
- 03 Review options to diversify and expand Councils revenue opportunities.
- 04 Model funding options of the redevelopment of Councils facilities.

Key Performance Indicators							
<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer				
01	Potential funding opportunities identified and reported to Council as required.	Ongoing Relates to Action	Director Finance and Business				
	COMPLETED						
	Reports recommending installation of additional bus shelters were referred	d to council on 18 October and	d 13 December 2005.				
02	Analyse and report to Council options to ensure the financial viability of Marian Street Theatre now and in the future.	2nd Quarter Relates to Action	Director Finance and Business				
	NOT ACHIEVED						
	It was necessary to obtain legal opinion regarding the issue of existing use rights. Options relating to the future use of Marion Street Theatre were discussed with Councillors at the Finance Committee on 20 June 2006 with futher analysis and investigation currently taking place regarding the options that were identified.						
03	Firs Estate Cottage Lease to be executed.	2nd Quarter	Director Finance and				

External works completed. Internal works including painting and cleaning were completed in June. EOI documentation completed and reviewed by Council solicitors. EOI to be advertised during August 2006. A report to Council to be submitted following assessment of

Sale of Carlotta Street completed with proceeds restricted 04 2nd Quarter Director Finance and

DEFERRED

to new facilities reserve.

Tenders closed 1 June 2006 and a report was submitted to Council on 25 July 2006.

Business Relates to Action **Director Technical Services**

Relates to Action

Business

Management Plan Progress Report 2005-2009

Council's Corporate Services

Provision of a range of services which act as a focal point for the delivery of information and Customer Services.

Provision of internal services to support the organisation.

Budget 2005/2006:	W
Expenditure	\$6,673,100
Revenue	\$42,338,800
General (Net) Funding	-\$35,665,700

Objective 1 Mgt Plan related Yes

To improve services to the community through the provision of timely and accurate information.

Actions

- 01 Continue to review corporate standards and procedures.
- 02 Produce statutory reports in accordance with legislative requirements.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
01	Database of Council resolutions is kept up to date with responsible officers clearly nominated.	Monthly Relates to Action	Director Finance and Business
	COMPLETED		
	Database is being maintained.		
02	Report quarterly to Council on resolutions which have not been implemented with accompanying explanations.	Each Quarter Relates to Action	General Manager
	COMPLETED		
	Forms part of update on KPI's.		
03	Council's Land and Environment Court Costs reported to Council on a quarterly basis.	Each Quarter Relates to Action	Director Finance and Business
	COMPLETED		
	Report for 1st quarter was referred to Council on 22 November 2005, 2nd quarter on 22 August. Legal costs for the year were \$461,000 under budg	l quarter on 14 March 2006, 3r net & \$627,000 less than the p	rd quarter on 23 May, 4th revious financial year.
04	Management Plan progress reported to Council within two months of the end of each financial quarter.	Each Quarter Relates to Action	General Manager
	COMPLETED		
	Update for 1st quarter referred to Council on 22 November 2005. 2nd quarter referred on 28 February 2006. 3rd quarter referred on 23 May 2006. 4th quarter will be referred on 22 August 2006.		

∕∿anagement Plan Progress Report 2005-2009

Council's Corporate Services

O5 Annual Report adopted and submitted to the Department of Local Government.

2nd Quarter
Relates to Action

Director Finance and Business

COMPLETED

Annual report adopted on 22 November 2005.

Report and analysis of NSW Department of Local Government Comparative data presented to Council.

2nd Quarter
Relates to Action

Director Finance and Business

COMPLETED

06

Report adopted by Council on 13 December 2005 (minute no:552).

07 Management Plan adopted.

4th Quarter
Relates to Action

Director Finance and Business

COMPLETED

Draft Management Plan 2006-2010 adopted by Council on 20 April 2006l and was on public exhibition for a period of 28 days commencing 28 April 2006. The 2006-2010 Management Plan incorporating the budget and Fees and Charges for 2006/07 was then adopted by Council on 13 June 2006 (Minute No. 210).

Annual report to Council on progress made on codifying Council policies for distribution to staff as operational manuals.

4th Quarter
Relates to Action

General Manager

NOT ACHIEVED

A review of Council policies has commenced. All policies will be included on staff intranet, which is being developed in conjunction with Council's Web Page upgrade, to be launched in December 2006.

Management Plan Progress Report 2005-2009

Council's Corporate Services

Objective 3 Mgt Plan related Yes

To expand the provision of Customer Service.

Actions

- O1 Assess the potential to expand the provision of customer services across the council area.
- 02 Establish an organisational customer service procedure.
- 03 Improve the capability for customers to conduct business with Council electronically.

Key Performance Indicators

<u>No</u>	<u>Details</u>	<u>DueDate</u>	Responsible Officer
01	Review the quality of customer service and implement an	2nd Quarter	Director Community Services
	organisational customer service procedure.	Relates to Action	

COMPLETED

A complete review of Council's customer service practices and processes was undertaken by a corporate customer service working party in 3rd and 4th quarter. This group produced a comprehensive document titled "I Provide Quality Service", in which current gaps were identified, and a broad action plan, including key priorities was developed. A number of recommendations from this review, including the development of an Intranet, and redesign of Council's Web Page, along with appropriate training, have commenced. The Mayor and Deputy Mayor were briefed on the project in 4th quarter. Funding for other key recommendations has been sought, with implementation of additional customer service training programs expected to commence in 1st and 2nd quarter.

New bookings software system for Council services implemented.

3rd Quarter
Relates to Action

- **Director Community Services**
- Director Finance and Business
- Director Open Space

Business

NOT ACHIEVED

IT Manager advises that existing Q Visual booking system is being updated and customised to suit Council's needs.

ldentify ways to improve Councils web based functionality to enable exchange information with Stakeholders online. Report to Council

4th Quarter
Relates to Action

Director Community Services Director Finance and

NOT ACHIEVED

Strategies for improving Council's web base functionality have been identified, with the redesign of Council's Web Page to include interactive communication capabilities, which will comply with W3C International Web Content Accessibility Standards. Strategy was developed through the "I Provide Quality Service" working party which briefed the Mayor and Deputy Mayor in June 2006.

Tuesday, 15 August 2006

⊘ anagement Plan Progress Report 2005-2009

Council's Corporate Services

Objective 5 Mgt Plan related Yes

Provide communication services that support the dissemination and exchange of information within Council and the community.

Actions

01 Implement Corporate Communications Strategy.

Key Performance Indicators

<u>No</u>	<u>Details</u>	DueDate	Responsible Officer
01	Corporate Communications Strategy implemented.	2nd Quarter	Director Community Services
		Relates to Action	

NOT ACHIEVED

A Communications Procedures Manual has been developed, and research for a comprehensive communications strategy has been conducted incorporating the results of RFR survey in February 2006. A revised strategy, based on updated information from RFR, has been developed, with the iimplementation of the strategy to be commenced in 2nd quarter 2006-07

O2 Capability to track DA's electronically is in place. 4th Quarter Director Finance and Relates to Action Business

NOT ACHIEVED

Electronic DA tracking capabilities are dependent on full implementation of Council's Proclaim database. This is expected to be implemented by 2nd quarter of 2006/07.

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S02722 9 August 2006

INVESTMENT CASH FLOW & LOAN LIABILITY AS AT 30 JUNE 2006

EXECUTIVE SUMMARY

To present to Council the Investment allocation and **PURPOSE OF REPORT:**

the performance of funds, monthly cash flow and

details of loan liability for June 2006.

Council's investments are made in accordance with **BACKGROUND:**

the Local Government Act (1993), the Local Government (Financial Management) Regulation (1999) and Council's Investment Policy which was adopted by Council on 4 April 2006 (Minute

No.112).

The Reserve Bank of Australia (RBA) left the **COMMENTS:**

official cash rate unchanged at 5.75% during June.

That the summary of investments, daily cash flows **RECOMMENDATION:**

and loan liability for June 2006 be received and

noted.

S02722 9 August 2006

PURPOSE OF REPORT

To present to Council the Investment allocation and the performance of funds, monthly cash flow and details of loan liability for June 2006.

BACKGROUND

Council's investments are made in accordance with the Local Government Act (1993), the Local Government (Financial Management) Regulation (1999) and Council's Investment Policy which was adopted by Council on 4 April 2006 (Minute No. 112).

This policy allows Council to utilise the expertise of external fund managers or make direct investments for the investment of Council's surplus funds. This is done, as for many other councils, with the advice of Grove Research & Advisory Pty Limited.

COMMENTS

During the month of June, Council had a cash inflow of \$650,000 and gross capital appreciation on Council's investments was \$165,700.

Council's total investment portfolio at the end of June 2006 is \$36,367,388. This compares to an opening balance of \$18,539,000 as at 1 July 2005.

Council's interest on investments for the 2005/2006 financial year totalled \$1,815,300. This compares favourably to the full year budget of \$1,005,000.

Council's total debt as at 30 June 2006 is \$11,155,400. This compares to a total debt of \$11,295,900 at 1 July 2005. There were six loan repayments made during the month and one new loan taken up.

PERFORMANCE MEASUREMENT

Council's investment portfolio is monitored and assessed based on the following criteria:

Management of General Fund Bank Balance

The aim is to keep the general fund bank balance as low as possible and hence maximise the amount invested on a daily basis.

Performance against the UBS Bank Bill Index

This measures the annualised yield (net of fees and charges) for each of Council's portfolios. The weighted average return for the total portfolio of funds is compared to the industry benchmark of the UBS Bank Bill Index.

S02722 9 August 2006

Allocation of Surplus Funds

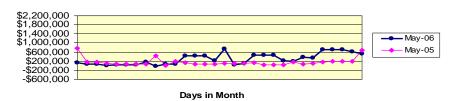
This represents the mix or allocation of surplus funds with each of Council's Fund Managers and direct securities.

Council's investment policy requires that not more than 45% of funds are to be with any one Fund Manager. All funds are kept below this required level of 45%.

Management of General Fund Bank Balance

During June, Council had an inflow of funds of \$650,000. Funds were received from the one off Roads to Recovery grant supplement and the new loan of \$1,400,000 taken up on 30 June 2006. This was offset by investing in a AAA rated Floating Rate Note.

Management of General Fund Bank Balance



Funds Performance against the UBS Bank Bill Index

The weighted average return for the total portfolio of managed funds during June was 6.04% compared to the benchmark of the UBS Bank Bill Index of 6.01%.

A summary of investment performance is shown in the following table:

Fund Manager	Terms	Opening Balance	Cash flow Movement	Income Earned (net of fees)	Closing Balance	Interest Rate
BT Institutional Managed Cash	At Call	\$1,080,419	\$650,000	\$7,167	\$1,737,586	6.13%
Deutsche Income Fund	At Call	\$11,052,843		\$44,799	\$11,097,642	5.74%
Macquarie Income Plus Fund	At Call	\$11,509,941	(\$2,000,000)	\$53,614	\$9,563,555	6.16%
Perpetual Credit Income Fund	At Call	\$9,576,062		\$44,245	\$9,620,305	6.13%
Turramurra Community Bank	Term Deposit	\$528,300		\$2,566	\$528,300	5.83%
CBA Loan Offset No 1	Offset	\$780,000		\$3,670	\$780,000	5.72%
CBA Loan Offset No 2	Offset	\$1,040,000		\$4,889	\$1,040,000	5.72%
TOTALS		\$35,567,565	(\$1,350,000)	\$160,950	\$34,367,388	
Direct Investments						
Select Access Investments Series 2005-4	Maturity		\$2,000,000		\$2,000,000	6.84%
TOTAL ALL INVESTMENTS		\$35,567,565	\$650,000		\$36,367,388	

S02722 9 August 2006

Year to-date Funds Performance against the UBS Bank Bill Index

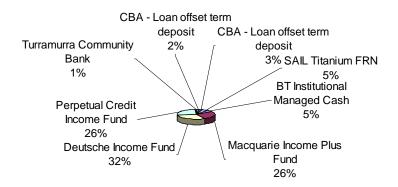
The following table provides a analysis of each investments performance against the industry benchmark for the financial year 2005/2006.

Fund Manager	Performance Annualised for June 2006	UBS Bank Bill Index Annualised for June 2006
BT Institutional Managed Cash	5.82%	
Deutsche Income Fund	6.45%	
Macquarie Income Plus Fund	6.39%	
Perpetual Credit Income Fund	6.44%	5.76%
Turramurra Community Bank	5.83%	
CBA Offset No.1	5.72%	
CBA Offset No.2	5.72%	
Direct Investments		
Select Access Investments Series 2005-4		

Allocation of Investment Funds

Council's funds during June were allocated as follows:

Portfolio Allocation of Investment Funds



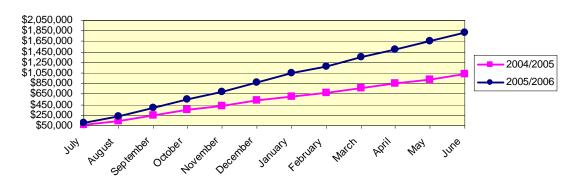
2004/2005 versus 2005/2006

Accumulative Interest

The following graph compares the interest earned on an accumulative monthly basis for financial years 2004/2005 and 2005/2006. Interest for the financial year totalled \$1,815,300. This compares to \$1,029,800 at the same time last year, an increase of \$785,500.

S02722 9 August 2006

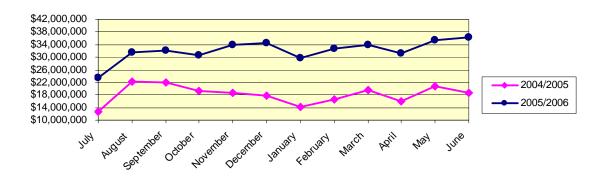
Accumulative Interest 2004/2005 v's 2005/2006



Total Investment Portfolio

The following graph tracks the monthly investment portfolio balances for 2005/2006 in comparison to 2004/2005.

Total Investment Portfolio 2004/2005 v's 2005/2006



During June 2006 Council's investment portfolio increased by \$650,000. In comparison, during June 2005 Council's investments decreased by \$2,250,000.

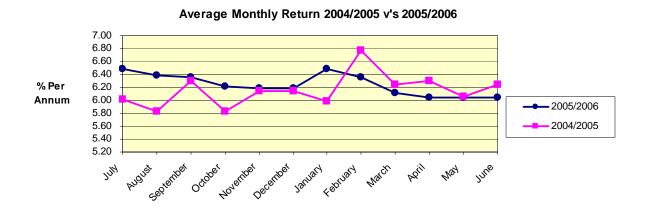
Council's closing investment portfolio of \$36,367,388 in June 2006 is \$17,827,950 higher than the June 2005 closing balance of \$18,539,000.

Portfolio Performance Average Return 2004/2005 versus 2005/2006

The following graph compares the monthly returns on Council's portfolio for the financial years 2004/2005 and 2005/2006.

S02722 9 August 2006

In June 2006 earnings before fees were 6.04% compared to 6.25% in June 2005.



2005/2006 Portfolio Performance against the UBS Bank Bill Index

Council's average portfolio performance (6.04%) performed above the UBS Bank Bill Index (6.01%) in June.

Council's average annual portfolio performance for the financial year 2005/2006 was 6.24% which compared favourably with the UBS Bank Bill Index benchmark of 5.77% a positive variance of 0.47%.

Returns have exceeded benchmark in all months this financial year. Fund Managers took advantage of market opportunities during the September quarter thus producing better month to month results than the December quarter. In particular both Deutsche and Perpetual funds benefited from anticipating the record volume of maturing debt in July and August, and the effect that this would have on the demand for securities as funds were reinvested. Both funds benefited from increasing their exposure to high rated, short dated securities in the preceding months.

January saw a one-off strong performance from the portfolio, out performing the benchmark by 0.70%. This was due to:

- 1) Higher levels of bank debt provided more liquidity in the market.
- 2) Significant credit spread contraction during the month.
- 3) Interest rate trading added to performance due to a wider range in yields.

Since February there were some new issuances adding to liquidity, and a reduction in the trading range of yields which therefore limited fund out performance in January, bringing returns back to more stable levels. The portfolio's performance in May out performed the Bank bill by 0.52%. The portfolio's performance in June out performed the Bank Bill Index by only 0.03%. The moderation of returns in recent months have been as a result of change in credit cycle rather than poor performance by individual funds and the Australian equity market fall of over 10% reflecting fears of rising global inflation and its potential impact on world markets. The same uncertainty affected credit markets.

We should also bear in mind that another interest rate rise is widely anticipated in Australia. This should see the absolute performance of the fund rise but this will not have any impact on performance relative to bank bills until such time as the widening of credit spreads concludes.

The monthly average return of portfolio against bank bill is displayed in the following graph:

% Per Annum 6.90 6.70 6.50 6.10 5.90 5.70 5.50 5.30 5.10 Sull Lutter agricular agricu

Average Monthly Return against Bank Bill Index 2005/2006

Summary of Borrowings

During June, Council repaid \$527,200 in borrowings, and obtained a new loan for \$1,400,000 taken up with NAB at 6.489%, increasing the total level of debt at year end to \$11,155,400. This compares to a total debt at 1 July 2005 of \$11,295,900, and represents a repayment of net debt of \$140,500 during 2005/2006

Lender	Loan Number	Original Principal	Principal Repayments	Balance Outstanding	Interest Rate	Draw Down Date	Maturity Date
Westpac	127	\$1,000,000	\$747,409	\$252,591	6.32%	29-Jun-98	29-Jun-08
CBA Offset No 1	128	\$2,600,000	\$1,820,000	\$780,000	5.87%	29-Jun-99	13-Jun-09
CBA Offset No 2	129	\$2,600,000	\$1,560,000	\$1,040,000	5.87%	13-Jun-00	14-Jun-10
СВА	130	\$2,600,000	\$1,099,393	\$1,500,607	6.32%	26-Jun-01	28-Jun-11
NAB	131	\$2,600,000	\$835,742	\$1,764,258	6.85%	27-Jun-02	27-Jun-12
Westpac	132	\$1,882,000	\$467,466	\$1,414,534	5.16%	27-Jun-03	27-Jun-13
СВА	133	\$1,800,000	\$276,017	\$1,523,983	6.36%	23-Jun-04	23-Jun-14
Westpac	134	\$1,600,000	\$120,575	\$1,479,425	6.05%	29-Jun-05	30-Jun-15
NAB	135	\$1,400,000		\$1,400,000	6.48%	30-Jun-06	29-Jun-16
TOTAL		\$18,082,000	\$6,926,602	\$11,155,398			

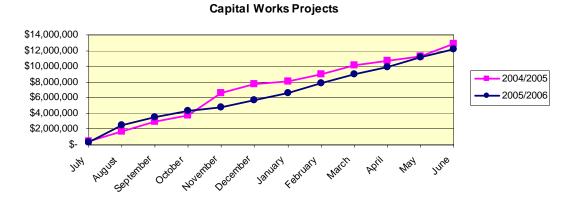
Capital Works Projects

As at the end of June 2006, Council had total gross expenditure of \$12,190,400 on capital works, which is \$714,100 lower than at the same time last year when \$12,904,500 had been expended.

During June 2006, Council expended \$1,026,500 on capital works, which compares to \$1,500,800 during June 2005, a decrease of \$474,300.

Council's 2005/2006 total revised budget for capital works is \$13,940,900, which leaves funds of \$1,750,500 unexpended at the end of June.

The following graph compares the gross accumulative monthly expenditure totals for capital works for financial years 2004/2005 and 2005/2006.



CONSULTATION

Not applicable

FINANCIAL CONSIDERATIONS

The Reserve Bank of Australia (RBA) left the official cash rate unchanged at 5.75% in June.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Not applicable.

SUMMARY

As at 30 June 2006:

- Council's total investment portfolio is \$36,367,388. This compares to an opening balance of \$18,539,000 as at 1 July 2005, an increase of \$17,828,388.
- Council's interest on investments totals \$1,815,300. This compares favourably to the full year revised budget of \$1,005,000.

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• Council's total debt is \$11,155,400. This compares to a total debt of \$11,295,900 as at 1 July 2005, a net debt repayment of \$140,500.

RECOMMENDATION

That the summary of investments, daily cash flows and loan liability for June 2006 is received and noted.

John Clark

Acting Director Finance & Business

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INVESTMENT CASH FLOW & LOAN LIABILITY, JULY 2006

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To present to Council the investment allocation

and the performance of funds, monthly cash flow and the details of loan liability for July 2006

BACKGROUND: Council's investments are made in accordance

with the Local Government Act (1993), the Local Government (Financial Management) Regulation (1999) and Council's Investment Policy which was adopted by Council on 18 July 2006 (Minute

No.254).

COMMENTS: The Reserve Bank of Australia (RBA) increased

the official cash rate from 5.75% to 6.00%

subsequent to this reporting period.

RECOMMENDATION: That the summary of investments, daily cash

flows and loan liability for July 2006 be received

and noted.

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PURPOSE OF REPORT

To present to Council the investment allocation and the performance of funds, monthly cash flow and the details of loan liability for July 2006

BACKGROUND

Council's investments are made in accordance with the Local Government Act (1993), the Local Government (Financial Management) Regulation (1999) and Council's Investment Policy which was adopted by Council on 18 July 2006 (Minute No. 254).

This policy allows Council to utilise the expertise of external fund managers or make direct investments for the investment of Council's surplus funds. This is done, as for many other councils, with the advice of Grove Research & Advisory Pty Limited.

COMMENTS

During the month of July, Council had a cash inflow of \$1,550,000 and gross capital appreciation on Council's investments was \$184,600.

Council's total investment portfolio at the end of July 2006 is \$38,075,408. This compares to an opening balance of \$36,367,388 as at 1 July 2006.

Council's interest on investments for July year to date is \$184,600. This is less than the year to date budget of \$230,290 and is as a result of funds from the sale of Council's Depot not being received as anticipated.

Council's total debt as at 31 July 2006 is \$11,155,400. There were no debt repayments during the month of July.

PERFORMANCE MEASUREMENT

Council's investment portfolio is monitored and assessed based on the following criteria:

Management of General Fund Bank Balance

The aim is to keep the general fund bank balance as low as possible and hence maximise the amount invested on a daily basis.

Performance against the UBS Bank Bill Index

This measures the annualised yield (net of fees and charges) for each of Council's portfolios. The weighted average return for the total portfolio of funds is compared to the industry benchmark of the UBS Bank Bill Index.

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Allocation of Surplus Funds

This represents the mix or allocation of surplus funds with each of Council's Fund Managers and direct securities.

Council's investment policy requires that not more than 35% of funds are to be with any one Fund Manager. All funds are kept below this required level of 35%.

Management of General Fund Bank Balance

During July, Council had an inflow of funds of \$1,550,000. Funds were received from the first rates instalment which falls due on 31 August 2006.



Management of General Fund Bank Balance

Funds Performance against the UBS Bank Bill Index

The weighted average return for the total portfolio of managed funds during July was 6.12% compared to the benchmark of the UBS Bank Bill Index of 5.83%.

A summary of investment performance is shown in the following table:

Fund Manager	Rating	Opening Balance	Cash flow Movement	Income Earned (net of fees)	Closing Balance	YTD Return
BT Institutional Managed Cash	AAA	\$1,737,586	\$500,000	\$7,645	\$2,245,231	5.98%
Deutsche Income Fund	А	\$11,097,642		\$62,886	\$11,160,527	6.88%
Macquarie Income Plus Fund	А	\$9,563,555	\$1,650,000	\$42,520	\$11,256,075	5.44%
Perpetual Credit Income Fund	А	\$9,620,305	(\$600,000)	\$44,969	\$9,065,275	5.98%
Turramurra Community Bank	BBB	\$528,300		\$2,566	\$528,300	5.83%
CBA Loan Offset No 1	AAA	\$780,000		\$3,670	\$780,000	5.72%
CBA Loan Offset No 2	AAA	\$1,040,000		\$4,889	\$1,040,000	5.72%
TOTALS		\$34,367,388	(\$1,550,000)	\$169,145	\$36,075,408	
Direct Investments						
Select Access Investments Series 2005-4	AAA	\$2,000,000		\$11,465	\$2,000,000	6.74%
TOTAL ALL INVESTMENTS		\$36,367,388	\$1,550,000	\$180,610	\$38,075,408	

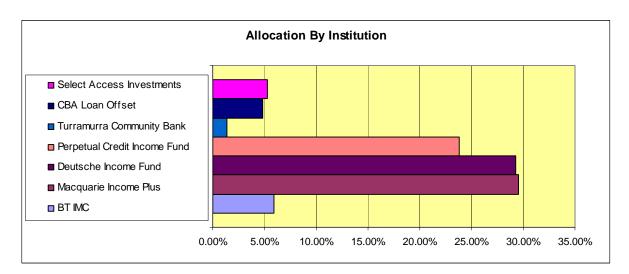
Year to-date Funds Performance against the UBS Bank Bill Index

The following table provides a analysis of each investments performance against the industry benchmark for the financial year 2006/2007.

Fund Manager	Performance Annualised for July 2006	UBS Bank Bill Index Annualised for July 2006		
BT Institutional Managed Cash	5.98%			
Deutsche Income Fund	6.88%			
Macquarie Income Plus Fund	5.44%			
Perpetual Credit Income Fund	5.98%	5.83%		
Turramurra Community Bank	5.83%			
CBA Offset No.1	5.72%			
CBA Offset No.2	5.72%			
Direct Investments				
Select Access Investments Series 2005-4	6.74%			

Allocation of Investment Funds

Council's funds during July were allocated as follows:

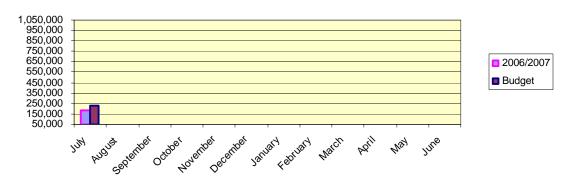


Accumulative Interest

The following chart compares the interest earned on an accumulative monthly basis against the budgeted year to date forecast. At the end of July year to date interest earnings totalled \$184,600 against a budget of \$230,290 a negative variance of \$45,690.

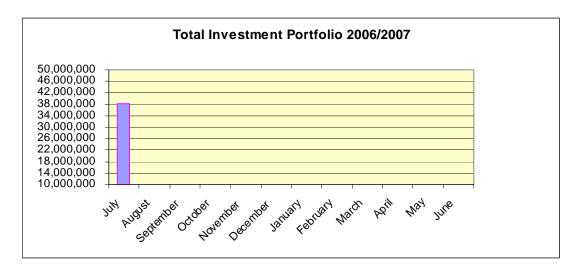
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Accumulative Interest 2006/2007 v's Budget



Total Investment Portfolio

The following chart tracks the year to date investment portfolio balances for 2006/2007.



During July 2006 Council's investment portfolio increased by \$1,550,000.

Council's closing investment portfolio after interest and fees of \$38,075,408 in July 2006 is \$1,708,000 higher than the July 2006 opening balance of \$36,366,900.

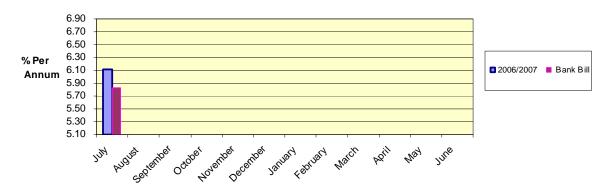
2006/2007 Portfolio Performance against the UBS Bank Bill Index

Council's average portfolio performance was 6.12% which compared favourably with the UBS Bank Bill Index benchmark of 5.83% a positive variance of 0.26%.

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The monthly average return of portfolio against bank bill is displayed in the following graph:

Average Monthly Return against Bank Bill Index 2006/2007



Summary of Borrowings

There were no loan repayments made in July leaving total debt at \$11,155,400.

Lender	Loan Number	Original Principal	Principal Repayments	Balance Outstanding	Interest Rate	Draw Down Date	Maturity Date
Westpac	127	\$1,000,000	\$747,409	\$252,591	6.32%	29-Jun-98	29-Jun-08
CBA Offset No 1	128	\$2,600,000	\$1,820,000	\$780,000	5.87%	29-Jun-99	13-Jun-09
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Westpac	132	\$1,882,000	\$467,466	\$1,414,534	5.16%	27-Jun-03	27-Jun-13
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TOTAL		\$18,082,000	\$6,926,602	\$11,155,398			

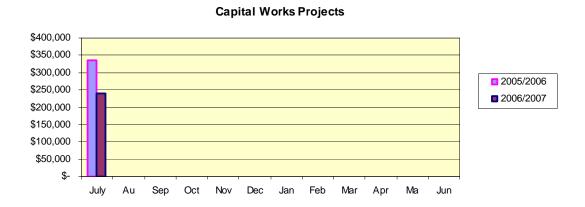
Capital Works Projects

During July 2006, Council expended \$240,400 on capital works, which compares to \$336,100 during July 2005, a decrease of \$95,700.

Council's 2006/2007 total revised budget for capital works is \$25,174,600, which leaves funds of \$24,934,200 unexpended at the end of July.

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The following graph compares the gross accumulative monthly expenditure totals for capital works for financial years 2005/2006 and 2006/2007.



CONSULTATION

Not applicable

FINANCIAL CONSIDERATIONS

The Reserve Bank of Australia (RBA) increased the official cash rate from 5.75% to 6.00% subsequent to this reporting period.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Not applicable.

SUMMARY

As at 30 July 2006:

- Council's total investment portfolio is \$38,075,408. This compares to an opening balance of \$36,367,388 as at 1 July 2005, an increase of \$1,708,000.
- Council's interest on investments totals \$184,600. This compares to the year to date budget of \$230,290.
- Council's total debt stands at \$11,155,400.

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RECOMMENDATION

That the summary of investments, daily cash flows and loan liability for July 2006 is received and noted.

CERTIFICATE OF THE ACTING DIRECTOR FINANCE & BUSINESS

I certify that as at the date of this report the investments listed have been made and are held in compliance with Council's Investment Policy and appropriate legislation.

John Clark

Acting Director Finance & Business

SPORTSGROUND MANAGEMENT IN NEW SOUTH WALES

EXECUTIVE SUMMARY

PURPOSE OF REPORT: For Council to consider a draft submission to the NSW

Standing Committee on Public Works regarding their inquiry

into Sportsground Management in New South Wales.

BACKGROUND: The NSW Standing Committee on Public Works has invited

Councils to submit comments on the key factors of their inquiry into Sportsground Management in New South Wales.

COMMENTS: The need for an integrated approach to tackle the issue of

sportsground management across all tiers of Government and

to obtain increased support from State & Federal

Governments to achieve this has already been identified as essential by Ku-ring-gai Council. In addition to a number of methods and initiatives implemented by Council over recent years to address the issue of sportsfield management, a submission responding to the key issues of the Sportsground

Management Inquiry has been prepared.

RECOMMENDATIONThat the draft submission attached to this report be formally

submitted as Council's submission to the Standing Committee on Public Works regarding their Inquiry into Sportsground Management in New South Wales. Information regarding Council's submission is to be distributed to the Ku-ring-gai

Sporting Community.

That Council expresses its interest to the NSW Standing Committee on Public Works on being part of any future working party or forum that is established as a result of this

inquiry.

PURPOSE OF REPORT

For Council to consider a draft submission to the NSW Standing Committee on Public Works regarding their inquiry into Sportsground Management in New South Wales.

BACKGROUND

The NSW Standing Committee on Public Works has invited Councils to submit comments on the key factors of their inquiry into Sportsground Management in New South Wales. The inquiry is examining issues relating to current and projected community demand for sportsground facilities and the adequacy of current measures to allow equitable access, to manage environmental pressures and to ensure maintenance and public safety.

In particular, the Committee has invited comment on the following key issues:

- Adequacy of provision of sportsgrounds in key demand areas.
- Current requirement for updating and refurbishment of sportsgrounds and supporting infrastructure.
- Appropriateness and fairness of Council's pricing principles for facilities.
- Environmental issues, including water conservation and grounds maintenance.
- Residential amenity, public liability and security issues

Hearings will be held following the close of submissions.

COMMENTS

Current and anticipated pressures on Council's sportsground resources are beyond the existing capacity of Council's sportsgrounds. Councils are experiencing increased demands by local clubs, schools and associations for training and match facilities. Planned increases in the supply of sportsgrounds will not fully address increases in demand. Additionally, whilst some demand can be supplied through the installation of floodlights, reconfigured sporting rules and mid week competitions, this additional supply further impacts on the ability to manage the sustainability of the sportsfield.

Over the previous five (5) years the following initiatives have been undertaken by Council to attempt to address the issues:

- Preparation for a Regional Sports Forum to be held on 23 August 2006
- Adoption of the Sport in Ku-ring-gai Strategy (2006)
- Draft Allocation, Licensing & Leasing Policy (2006)
- Sportsground Plan of Management (2006)
- Environmental Levy (2005)
- Adoption of the Open Space Strategy (2005)

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- Establishment of the Parks, Sport & Recreation Reference Group (2004)
- Inclusion of sporting and infrastructure upgrades into the Section 94 Plans (2004)
- Adoption of the annual Capital Works Program (2002)
- Organisation and implementation of biennial Community Sports Forums

The need for an integrated approach to tackle the issue of sportsground management across all tiers of Government and to obtain increased support from State & Federal Governments to achieve this, is identified as essential by Council. A submission responding to the key issues of the Sportsground Management Inquiry has been prepared and is Attachment 1 to this report.

CONSULTATION

Upon notice of the NSW Standing Committee on Public Works regarding their inquiry into Sportsground Management in New South Wales, Council advised all formal sporting hirers in writing of the inquiry and the process to follow to provide a submission from their local club or association.

Council has consulted with the local sporting community on the issue of sportsground management through a number of methods over recent years. The Parks, Sport & Recreation Reference Group (which was established in August 2004) is a formal committee that reports to Council and ensures that community and stakeholder input is considered in Council's process of sportsground management.

Each year Council holds an autumn and Spring Sports Forum to develop and improve the participation of local community members in discussions and activities which will assist Council in identifying future sport and recreational priorities and opportunities in Ku-ring-gai. The autumn 2006 forum discussed the topic of sustainability of Ku-ring-gai's sportsfields and provides further support to the demonstrated importance that Council places on the issue of sportsfield management.

To keep the Ku-ring-gai sporting community updated regarding Council's submission to the NSW Standing Committee on Public Works regarding Sportsground Management, a copy of the submission will be available through Council's website. All formal hirers will be advised in writing of how this information can be accessed and an article regarding the inquiry will be included in the spring edition of "Out in the Open."

FINANCIAL CONSIDERATIONS

There are no direct financial considerations related to this report.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Consultation with other departments has not taken place in the preparation of this report. Extensive consultation has occurred between key staff members in the Sustainability, Operational and Sport and Recreation teams of the Open Space Department.

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SUMMARY

Growing pressures on local sportsgrounds is having considerable social and environmental impact across all local communities. There is a need for an integrated approach across all tiers of Government to tackle the issue of sportsground management and greater support is required by State & Federal Governments.

The NSW Standing Committee on Public Works has commenced an inquiry into Sportsground Management in New South Wales and is examining the key issues relating to this topic. A submission responding to these key issues of the Sportsground Management Inquiry has been prepared by Council and is provided as Attachment 1.

RECOMMENDATION

- A. That the draft submission attached to this report be formally submitted as Council's submission to the Standing Committee on Public Works regarding their Inquiry into Sportsground Management in New South Wales.
- B. That information regarding Council's submission is distributed to the Ku-ring-gai Sporting Community.
- C. That Council expresses its interest to the NSW Standing Committee on Public Works in being part of any future working party or forum that is established as a result of this enquiry.

Carol Harper Steven Head

Sport and Recreation Planner Director Open Space and Planning

Attachments: Sportsground Management Inquiry submission (to be circulated

separately).

Foreword

Ku-ring-gai Council has recognised the need for an integrated approach to manage sportsgrounds and other formal recreation areas. This has included working at a local and regional level with our community and stakeholders. As an example Council has over the past five years developed a range of policies and strategies, developed formal and informal lines of communication between Council and users and implemented a range of funding strategies to enable significant capital upgrades, acquisitions to meet current and future need of our community. Later this month, Council will be hosting a Regional Sports Forum to discuss sporting and recreation issues that recognises the transboundary nature of sporting codes and provision across the Northern Sydney region.

Despite these initiatives current and future pressures will stretch the ability of Council alone to meet expectations. Direct pressures will come from the implementation of the Sydney Metropolitan Strategy and Residential Density Plan for Northern Sydney and from the increasing participation (hence demands by local clubs, schools and the wider community). Whilst some demand can be off set through changes to the existing facilities such as the installation of floodlighting to enable night play, reconfiguration of sporting rules to allow greater play areas and mid week competitions to lessen pressures on weekend demand, these actions will nevertheless impact on the quality of our playing surfaces. Additionally, increased use and demand of sporting facilities for organised sport, active and passive recreation will have a direct impact on the surrounding residential amenity at these locations.

Current funding of sportsfield maintenance and upgrade does not adequately cover the realistic cost to manage sustainable sportsfields and fails to consider the significant cost of improved technologies and materials which are required.

The issue of Sportsground Management is now of critical importance to Local Governments and Ku-ring-gai has encouraged all clubs and associations to submit comments to the NSW Standing Committee on Public Works regarding their inquiry into Sportsground Management in New South Wales. To keep the community updated on this important issue, Council's submission to be formally adopted on 22 August 2006, will be available on our website.

Finally, Ku-ring-gai Council would like to take this opportunity to formally thank the NSW Government for its attention to this area and express our interest to the Standing Committee on Public Works to be part of any future working party or forum that is established as a result of this enquiry.

1. Adequacy of provision of quality sportsgrounds to meet community needs

Ku-ring-gai Council's Sport in Ku-ring-gai Strategy (2006, appendix 1) and Open Space Strategy (2005, appendix 2) has identified a number of pressures on Council's existing sportsfields. Not least is our ability to meet current and anticipated demands for playing fields. At certain times of the year many of Council's fields are being used to capacity. The size of individual sportsgrounds and the difference in the quality of the supporting infrastructure, such as floodlights and amenities results in disparate use and capacity for use across the local government area. Council recognises that the infrastructure across its network of sportsgrounds including playing surfaces and supporting facilities is ageing and in need of substantial upgrade to simply maintain the fields at a safe level for the current level of use.

Rapidly changing demographics and lifestyles will impact extensively on local sporting and recreational facilities and the importance of planning for future communities and their sporting and recreational needs is paramount.

1.1 Current Provision of Community Needs and Demands

The current population (2004) is estimated to be 108, 830 with the 2001 Census identifying that the demographics of Ku-ring-gai is orientated around family age groups, most notably children in school age groups (5-17 years) and their parents in their late thirties and forties. This characteristic is dissimilar to Sydney Statistical Division information. Given that young adults, including teenagers, are recognised as the highest users of sportsfields, Ku-ring-gai's above average representation of this age group is and will continue to further compound the need for additional sporting facilities in the foreseeable future.

Ku-ring-gai has developed a strong relationship with the majority of seasonal hirers of their sportsfields. This includes the traditional sporting codes of rugby, cricket, soccer, hockey and netball and the emerging or unique codes of baseball, softball, AFL, archery and equestrian to name a few. The importance of strong communication channels between Council and sportsfield hirers will continue to grow as greater demand and pressure is experienced by both groups to satisfy demands from members, clients and the local community.

At best, Ku-ring-gai is served adequately for sportsground provision, the current rates of provision is 0.8633 ha per 1,000 existing population. It should be noted that this figure includes land required to support sports infrastructure and not just the actual sportsground playing surface.

In 2005, Council developed a questionnaire for all seasonal hirers of the sportsgrounds that collects essential information and statistics relating to the current and future demand of sporting facilities by their club/association. The questionnaire results identified that, for many sporting codes, clubs have reached their maximum player capacity and are capping registrations because they simply do not have the ability to schedule any more games

The inability for Ku-ring-gai to develop new sporting facilities has a direct impact on the ability of emerging and minority sports to develop in the local area. This is also true for the growing demand for sportsfields to cater the increase in female sport participation (in particular soccer and softball). Whilst Council's Plan of Management and Allocation Licensing and Leasing Policy refers specifically to the need to provide sportsfields for the development of new sports and those that involve women, the effectiveness of this aim is restricted by the sportsfields already have their usage capacities exceeded.

In addition to the aforementioned survey, Council staff completed adhoc audits of floodlit fields during winter 2005, when demand for these facilities is at capacity. These audits have indicated that, whilst sportsfields are in use a minimum of 3 nights per week (Tuesday, Wednesday & Thursday), at all locations, the majority are booked 4 or even 5 nights . In addition, the audits identified a disparity in the number of people utilising floodlit fields throughout Ku-ring-gai. This has implications for those clubs that have historically been allocated from Council one sportsfield one night for training opposed to the larger clubs/associations who have a number of locations booked across the week and who therefore have greater flexibility in allocating their training schedule.

1.2 Future Provision of Community Needs and Demands

The Sydney Metropolitan Strategy highlights the growth of Sydney's population to the year 2034 and, in this region is forecasted to increase by 26, 627 people. Across the Sydney basin up to two thirds of this population will be located within existing urban areas and, within Ku-ring-gai there are no green field sites to accommodate these dwellings. This will have a two fold effect, placing direct pressure on existing public open space areas for informal recreation in lieu of the traditional backyards and increasing the demand for formal recreation through additional membership of sporting clubs, such as football, cricket and netball.

The 2005 questionnaire survey of seasonal hirers indicated a relative lack of planning by many clubs in identifying the impact that Ku-ring-gai's residential planning strategy will have upon their membership numbers. In many cases, clubs projected a small increase each year, well below the expected population increase that will be experienced. There is the need for state sporting associations to clearly advise their local clubs of their forecasted increases in player membership. For example, of particular interest is the forecasted increase in player participation by state sporting associations. Cricket NSW has identified that a 20% increase occurred throughout the state for the 2005/06 season. Girls & Women' cricket experienced a massive 63% rise and schools a further 19% increase. There is an inability for Ku-ring-gai to provide facilities that will supply this exponential demand as all synthetic and turf wickets are booked for the upcoming Saturday summer season. However, cricket NSW has recently met with Council and discussed that their association is researching the various modifications that can be made to their sport to ensure that they can successfully manage and coordinate increased membership on the current facilities available.

In terms of changes to our demographics Ku-ring-gai has historically had an older population and currently as a local government area we have the oldest mean age of any council in Australia. The impact of the recent planning reforms by the State Government is that there will be an increase in the density and housing choice throughout Ku-ring-gai. Furthermore, future demographics will shift further towards nuclear families, and are those most needing of formal recreation spaces. Therefore,

not only will there be an increase in the population to serve, but the age groups emigrating to Ku-ring-gai will likely be those that utilise sportsfields at a higher rate than the decreasing older age bracket.

The growth of population coupled with the style of accommodation will result in increased demand for sportsground facilities, at least equivalent to current proportional rates and, given current trends, will most likely be higher. Based on population growth to 2009, the figure of sportsfield provision per hectare per 1000 population is expected to decrease to 0.8157. Traditional benchmarks are 1.21hectares per 1000 population. What this will mean in terms of access and availability to fields is not fully known, though with the current trends in childhood obesity and increasing evidence that formal sport is replacing play, any reduction in the capacity to facilitate sport and recreation would also serve to perpetuate this unfortunate health trend. The effect of obesity on local communities is examined further in Issue 5.

Thus, when we consider that there is increased demand for organised sporting facilities, coupled with a growing financial cost associated with the problems of obesity, the importance of supplying the required number of sportsfields can not be underestimated. Ku-ring-gai currently has 53 sportsfields at 42 locations and all of these sportsfields are fully booked each Saturday throughout the winter and summer seasons. Given that Ku-ring-gai's population is predicted to increase by a minimum of 10% in coming years and based on current usage figures, this would result in a shortage of 5.3 sportsfields for Ku-ring-gai. However, this figure is based on current levels of utilisation which are in themselves already utilised at unsustainable levels. Furthermore, this shortfall fails to consider the current capping of membership by local clubs, and the increased participation of both youth and adults in organised sporting activities, so the actual demand can be predicted to be much greater.

Of concern is that there is currently limited data regarding the use of local sportsfields by the community for their passive and active recreation needs. If alternative options (eg playgrounds, bushland and park space) are not provided by Council, demand for sportsfields to be available for casual, social and ad hoc recreation will increase. The changes to traditional housing structures will result in many people not having access to the traditional backyard and look to alternative sources to satisfy their leisure needs and demands. Whilst Greenfield areas enable local government to plan for increased open space needs, Ku-ring-gai's development will derive the reconstruction of existing dwellings. Property prices of land in Ku-ring-gai is currently approximately \$ per square metre. Hence, acquisition of land of a large enough size to provide new sporting locations is not a viable financial option for Council. Using the conservative figure of at least an additional 5.3 sportsfields being required for the organised sporting community, this represents a \$ budget required by Council to maintain current provision levels.

1.3 Provision of sustainable sportsfields

The provision of sustainable and suitable sporting facilities is a key issue impacting Ku-ring-gai, and this pressure is expected to increase in the coming years. Whilst Section 94 is a funding source enabling the provision of additional sporting facilities, the limitations and restrictions associated with the funding warrant investigation. As funding can only be spent at specific locations and as developer contributions come in, there is real potential that money will be spent at locations that do not reflect

where the true demand prevails for the provision of sporting facilities. Furthermore, provision is based on traditional playing surfaces that were historically based on much lower hours of usage per week than what is currently experienced. The growing need to redesign traditional construction methods and material to allow an increase in the hours of usage of each sportsfield will have a direct impact on the ability of Council to meet these financial implications in the short to medium term future.

Since 2004 the Council's sportsfield utilisation has been steadily increasing. This is being driven by two factors, an increase in participation and hence demands by more teams and an increase in fields that have lighting permitting evening training. While demand is addressed above, the impact of lighting as a mechanism to increase playing time has itself a number of consequences.

A key aspect influencing the ongoing condition of the playing surfaces is the hours in play. Nominally, Council has estimated that the sustainable carrying capacity or maximum use of sportsfields should be limited to 15.5 hours per week. This has been based on the historic response of turf and soil under wear and average climatic conditions. Demand of sportsfields currently exceeds this in many locations, as shown in appendix 3.

New and alternations to sportsground lighting requires development consent under Ku-ring-gai Council's planning scheme. This is primarily as lighting will increase utilisation and in turn affect neighbour amenity through traffic, noise, light spill and a reduction in the informal use of a sporting field as a neighbour asset.

1.4 Impact of Floodlighting

In respect to lighting new fields and or upgrading lighting to a training standard, expectations to use sportsgrounds will necessarily follow. This has and continues to impact on the quality of surface, and is continually identified by players and associations. In effect, this leaves Council in a "catch 22" situation where a response to demand via more players requiring more training time through extending evening provision through lights directly leads to a deterioration in quality of surface that often prevents competition use on weekends. For many locations up to 38.5 hours per week is being allocated at most of our floodlit locations, exceeding the sustainable capacity more than twofold.

Since 2003, lighting has been installed at 4 new locations with another to come in the next six months. To date this has resulted in an additional 90 hours of training available to seasonal hirers. In addition to new floodlights, upgrades have also been made to 7 locations with floodlights so that they meet the Australian standard for training. This brings a total of 11 fields compliant to training current standards lighting and 11 lit but not meeting the current standards.

In recognition of the need for more access to night time games, Council recently resolved that competition be permitted on one night per week at specific locations. Again, this allows an increased use of Council's sportsfields by seasonal hirers; however to off set impact, use is then reduced on Sunday bookings The social impact of this policy decision enables the greater community an increased opportunity to utilise sports fields during recognised peak times (eg weekend days).

2. Cost and revenue arrangements including capital upgrades

2.1 Appropriateness and fairness of council pricing principles for facilities. Ku-ring-gai Council's Open Space Department operates on approximately 15% cost recovery for the money injected into sportsfield maintenance. Of this 15%, fees and charges are reviewed annually as part of the Council's Management Plan and all

charges are reviewed annually as part of the Council's Management Plan and all seasonal hirers are written to and provided a copy of the proposed charged during the 28 day exhibition period. Fees and charges are applicable to seasonal and casual hirers of sportsfields, parks and St Ives Showground.

There is currently no differentiation between the various fees and charges applicable to the hire of a sporting field. Therefore, irrespective of the quality of sporting field and surrounding infrastructure (eg amenities, car parking, training facilities etc) available for the local sporting club or association's use, invoices are based on the quantity of time the field is used (either half day or full day season and hourly training). Further investigation is required regarding the fairness of Council's pricing principles for sportsfields and there has been preliminary work completed on the concept of creating three different sportsfield 'levels' that will have a hierarchical pricing structure aligned with the service provided by Council (see section 3.3 for further detail).

Of particular note is the cost borne by Council is the preparation and execution of licence agreements between Council & sporting groups for amenity building and clubhouses. The time and money spent to develop these licences is exorbitant and a standard agreement developed that can be implemented across all locations and sporting codes.

2.2 Section 94 Funding

Ku-ring-gai's Section 94 Contributions Plan for Residential Development 2004-2009 came into effect on 1 July 2004 and outlines Council's policy for the assessment, collection, spending and administration of development contributions. The plan details the facilities that are likely to be needed as a result of residential development. The plan included the estimated changes in population and demographic outlined in the "what's New – projected population increases and changes in the demographic composition of the population" section of this strategy. In addition, the plan identifies funding

Ku-ring-gai's Open Space Distribution and Needs Study (2000) was prepared as background material for the 2000-2003 Section 94 Development Contribution Plan for Ku-ring-gai. The study took a comprehensive look at both the quantity and quality of all of the open space land owned and managed by Council. In addition, the study looked at open space provision on a suburb by suburb basis and considered the provision of sports facilities at both local and district levels. Using traditional planning measures, the study demonstrated that there is a need for additional sports facilities in Ku-ring-gai.

2.3 Capital Works - Sportsfield Improvement Program.

In 2002, Council recognised that our existing sportsfield assets were incapable of sustaining the current level of use without significant upgrade. As a consequence it developed and is implementing a long term Capital Works program to improve asset condition and increase utilisation. Fundamentally this program seeks to reconstruct the playing surface, provide a better soil and turf environment, install irrigation sourced from harvested stormwater and, where possible, includes lighting to enable night use. Of the 46 sports grounds within the LGA of Ku-ring-gai a prioritisation program was adopted by Council and this has guided Council's capital works improvement program to date.

Now in its fourth year, Council's capital works program has refurbished three fields and planning is underway for another two facilities. Whilst the refurbishment program is a vital element in alleviating the issues of the sustainability of Ku-ring-gai's sportsfields, the recent impact of drought conditions, water restrictions and an increased demand for sportsfields by organised sporting codes, has resulted in many of Ku-ring-gai's sportsfields simply being unable to handle the level of use they experience. This has a flow on affect to the maintenance of these sportsfields and we are finding that budgets for maintenance require major review due to the increased necessity to undertake remediation works within a limited timeframe between seasons and without the previous availability of water due to water restrictions. As each field becomes stressed and level of use does not reduce, more money needs to be spent on basic maintenance to ensure a suitable surface.

A number of issues have arisen and conditions changed since the development and adoption of the original sportsgrounds prioritisation process including; the steady increase in the level of use of a number of fields, the ongoing water restrictions and the adoption of the Section 94 plan which identifies additional sources of funding for a number of locations. Subsequently Council staff in consultation with the Parks, Sport and Recreation Reference Group has revised the original process.

To ascertain what criteria was required in the prioritisation of sports fields the following assessment criteria was developed;

- 1. Playing Surface Standard;
 - A. Retains water above and/or below soil profile for a minimum of 7 consecutive days.
 - B. Less than 50% grass cover maintained throughout any one season.
 - C. Uneven surface levels.
- 2. Ability of recurrent maintenance programs to provide satisfactory playing surface.
- 3. Quality of supporting infrastructure.
 - A. Fences, backnets cricket/batting nets.
 - B. Seating & Shade.
 - C. Pathways & Lighting.
- 4. Current Negative Environment Impacts from Site;
 - A. Bushland Interface.
 - B. Water run off & storm water.
 - C. Impact on endangered species {flora & fauna}
- 5. Project can address identified environmental issues.

- 6. Project Caters for specific target groups at facility as identified in Sports field Strategic Plan.
- 7. Extent of multiple access to facility; i.e. 3 separate sporting bodies. E.g. soccer, cricket, rugby.
- 8. Facility usage; i.e. taken from sporting bookings
- 9. Identified as priority project in Sports field Strategic Plan and/or Plan of Management.
- 10. Asset management/maintenance plan for facility including audit and long term plan.
- 11. Ability of project to address issues of risk for Council and/or lower ongoing recurrent cost to Council.

The adoption of the Capital Works Program over the past five years has been an invaluable learning process for Council and the costs borne with substantial upgrade and remediation work have often exceeded preliminary planning. With the need for new technologies and methods to be implemented such as storm water harvesting and use of non potable water to irrigate sportsfields rapidly becoming the minimum work that has to be completed on each sportsfield, the cost of the annual program will continue to rise. However, despite these pressures and restrictions being enforced via water restrictions and environmental regulations, there is no identification of where the additional cost of these projects will be funded from.

2.4 Technology and innovation

As a means of addressing these issues, Council is researching a number of new technologies. This includes alternatives maintenance techniques, alternative supplies for irrigation including stormwater harvesting and sewer mining, the application of new varieties of turf and synthetic turf and the use of synthetic soil additives and chemical water collection soil additives. The dilemma is that new technologies are generally more expensive than traditional techniques, there are few case studies of their implementation across Australia and intern the long term impacts, costs and benefits are unknown. From a budgeting perspective this often leaves Council to pursue external grant funding to share the risk in the implementation and evaluation, though this funding rarely if ever allows for ongoing maintenance and if necessary the removal of the trail.

2.5 Supporting Infrastructure

There is no specific program for their improvement other than a reactive maintenance approach. While Council is developing a proactive approach to the collaboration of asset data for sportsfield infrastructure we are finding that funds are seldom available to fund even basic maintenance infrastructure.

2.6 Funding opportunities

The NSW Department of Sport & Recreation's Capital Assistance Funding Program is currently the only significant funding opportunity available to Local Government for capital works projects. However, the amount of money available in the 'pool' must be spread across all of NSW electorates and results in the \$ provided per electorate being minimal. In addition, funding must be supported with Council or club contributions, and this has implications on sporting clubs who do not have surplus funds available for capital projects. This has a direct impact on the ability of some sporting codes to improve and increase their sporting infrastructure and facilities,

especially developing sports that have lower membership numbers. As a result, the facilities provided for the different sporting codes throughout Ku-ring-gai is disproportionate and, with Capital Funding providing money for the upgrade of one sportsfield each financial year, some locations will not have any projects completed in the foreseeable future.

There is the need for state and federal government to provide a greater range of funding opportunities to Local Government and community sporting clubs that allow for the provision of new facilities and the embellishment of old. Whilst Ku-ring-gai's population will significantly increase over the coming years, there is no provision of additional sport & recreational facilities, funding or services by the higher tiers of Government to lessen this burden on the local community. Rather, this cost will have to be borne by residents or club members.

3. Environmental concerns associated with sportsground management

Over recent years the importance of maintaining an active lifestyle has been promoted to all levels of the community, an example of which is the "Active after schools" program. Whilst this is a great initiative in a growing obese society, there has been no consideration given to how local Councils will absorb this new demand for their sportsfields, both in regards to the quantity required and the environmental concerns associated with increased use.

3.1 Impact of Drought Conditions and Water Restrictions

Parks and Gardens consume the majority (60 to 80 %) of Ku-ring-gai Council's potable water consumption over the last 15 years. Sports fields account for a large proportion of this, but the exact amount is not possible to determine.

The average level of potable water used in Ku-ring-gai Council's parks and gardens is approximately 90 000 KL per year, and has been as high as 122 000 KL in 1991/2 and as low as 61 000 KL in 2003/4.

The last 15 years indicates that drought conditions are becoming 'normal', with two severe drought periods from 1994-1996 and from 2001 onwards. Both drought periods had water restrictions placed on water usage, for the first time in the Greater Sydney area since Warragamba Dam was completed in 1960. This suggests that further periods of water restrictions are very likely, with major implications for sportsground management and maintenance.

The current level 3 water restrictions may become more severe if the drought continues. It is possible that the use of potable water for sportsgrounds may be prohibited in future, as has happened in Goulburn in the NSW Southern Highlands. The severe drought conditions and lack of irrigation has recently made some playing fields unsafe for usage in both Goulburn and Toowoomba.

Ku-ring-gai's total and parks and garden water consumption was lower during periods of water restriction, with levels about 30 % below average. This demonstrates that Ku-ring-gai Council is doing its best to contribute to water savings (See attached appendix 2 Council water consumption chart for the years that were subject to water restrictions: 1995/6 and 2003/04).

3.2 Irrigation of Sportsfields

Balanced against the figures provided in section 3.1 is the fact that Council currently provides automated irrigation systems at 10 out of 53 sportsfields at 8 sites. To provide sporting surfaces of appropriate quality irrigation systems is required at all locations, and the installation of an appropriate system is included as part of Council's annual capital works program for sportsfields.

Given the importance of irrigation to achieve sustainable playing surfaces coupled with the increasing restrictions that potable water can be used for, it is critical that Council identifies alternative water sources for the purpose of watering sportsfields.

However, how Council can achieve the above is problematic. Whilst some funding opportunities are available, to adequately research, plan and implement irrigation

systems and subsequent turf and soil works at all of Ku-ring-gai's sportsfields would be an exorbitant cost. Therefore, unless additional funding opportunities is provided, the installation of irrigation systems is unlikely to be achieved in the foreseeable future.

3.3 Stormwater harvesting schemes

Sportsgrounds (and other parks and gardens) offer pervious surfaces within the Kuring-gai area. This is much needed and helps absorb heavy rainfall rather than contributing to sudden increases in flow through the stormwater system which are quickly generated by runoff from impervious surfaces in the local government area (areas of tiles, paving, concrete and asphalt). Local waterways in Ku-ring-gai suffer from sudden peak flows after heavy rainfall with associated erosion, local flooding and waterway degradation.

Ku-ring-gai Council are implementing several stormwater harvesting schemes, and a landmark sewer mining scheme for the purpose of sportsfield irrigation. This will contribute further to reducing Council's reliance on potable water supply for the maintenance of sportsfield and other parks and gardens. This will also provide an addition supply of water in case further water restrictions prohibit the use of potable water for parks and gardens.

Stormwater harvesting and water recycling for sportsground irrigation will need to be carefully managed as new management problems issues are possible. For example, recycled water often has a higher level dissolved salt, which may cause problems for salt accumulation in the soil and for salt sensitive turf species.

Community acceptance of water recycling and reuse is essential and their involvement is also required as the owners and users of the sportsgrounds.

3.4 Service and Maintenance Plans

Council is developing service and maintenance plans that guide the daily activities of open space operational teams to ensure existing assets are managed and maintained to maximise the useful life of the asset. Service levels for particular fields will vary according to their place in the sportsfield hierarchy. Three distinct service plan levels are currently being developed: level 1, represent premier venues for sport, level 2 represent standard venues for sport and level 3 represent smaller venues suitable for junior/beginner sports and training.

It is also important to ensure that the biological components of each sportsfield are managed in accordance with their individual features and assets. Service and maintenance of sportsfields in Ku-ring-gai are managed in a way that considers biodiversity issues as they are often located in environmentally sensitive locations. For example, many of the sportsfields are located on the urban / bushland interface and adjoin highly valued and sensitive environments that are habitat for flora and fauna species, some of which are listed under the Threatened Species Conservation Act. Sportsfields needs to be managed in a way that minimises sources of disturbance such as water pollution, erosion, weed escapes etc.

The safety of stakeholder / users is a prime focus and the recent drought conditions and subsequent water restrictions have resulted in many surfaces becoming overly

compacted. Council and clubs have the difficult task of balancing the safety of players with the expectation that grounds should always be available to play. This is also the same after periods of inclement weather when fields are muddy and wet. Council requires all seasonal hirers of sportsfields to sign a wet weather policy, insurance inspection form and seasonal conditions of hire to ensure that the club checks that the field is safe and suitable for play and training on each occasion. However, in an ever growing litigious community, some clubs are finding they are unable to meet these conditions and also those imposed by their governing regional, state and insurance bodies. There is a need to develop a state or even national approach to the issue of ground maintenance and community sport, to ensure that all stakeholders' interests are satisfied.

3.5 Asset Management Plans

Asset management plans determine the current value of assets, through an audit process. The condition of physical and natural assets is rated and needs and priorities for asset maintenance and/or improvements are determined. The outcomes of this process inform the development of service plans and prioritisation of capitol works programs.

3.6 Sportsgrounds Audits

Council has recently commissioned field audits to be carried out at all Ku-ring-gai sports grounds.

The major objectives of the audits were to provide the following status at each individual field.

- 1. Assess the current condition of the field in regards to soil nutritional status, compaction levels, surface level ness and root growth. Activities.
- 2. Amendment requirements to the current maintenance regime that could be made to improve the overall surface quality in view of providing a high quality sustainable surface for users of the facility.

In observing the individual results of the soil analysis it is then apparent what amendments are required to bring the field into an acceptable and greater sustainable level. The individual field audits enable Council to budget with greater accuracy within the recurrent maintenance program.

3.7 Importance of 'changeover' process between seasons

There is a growing pressure on the bookings function of Council to allow seasonal hirer's access to pre and post season dates, and this has impacted significantly on the maintenance works that can be completed by Operational staff during the 'change over' period. However, the inability of sportsfields to recover between seasons and the growing deterioration of sportsfields towards the end of each season has resulted in Council at the end of summer 2005/06 for the first time effectively 'closing' all fields for a minimum of 1 week during the changeover period. Council is strongly considering the need to increase the time that fields are closed to all formal hirers and imposing greater restrictions on the number of nights that pre season training can occur.

4. Effectiveness of current administration of sportsgrounds by various providers including councils, state government (including schools) and private operators

4.1 Council administration procedures

Council is proud of the bookings administration procedures it has developed for open space hire and strong communication channels exist between staff and seasonal hirers. The seasonal use of grounds is allocated twice a year, with each hirer required to submit the following documents to Council:

- Signed wet weather policy
- Signed conditions of hire
- Signed insurance inspection form
- PLI certificate (minimum \$10 million)
- Club contact details

A procedure is in place to deal with any clashes requests that occur and an invoice is raised after the first few weeks of each season to reflect the confirmed bookings allocated.

In 2005, the Council developed a questionnaire for all seasonal hirers of the sportsgrounds that collects essential information and statistics relating to the current and future demand of sporting facilities by their club/association. The importance of this data is reflected by the completion of the questionnaire becoming a seasonal condition of hire by all clubs and, failure to submit information will result in club's not receiving an allocation pack the following season.

4.2 State and Private schools' sporting facilities in Ku-ring-gai

The Sport in Ku-ring-gai Strategy identifies the need to work with school principals to maximise the mutual benefits of community use of school facilities and school use of Council facilities as a high and ongoing priority of Council. Currently Council obtains limited data on the use of local clubs and associations' use of school grounds for afternoon training and weekend games or of the school's own use of their grounds for weekday and afternoon activities. The impact that primary and high school use has on Council's sportsgrounds is considerate and there is the need for school grounds to bear a greater percentage of local community sport and recreation needs. However, with complications stemming from insurance, ownership and maintenance issues to name a few, schools seem to be reluctant to investigate this opportunity and there is the need for state Government to provide fundamental principles that enable greater use of school facilities to occur.

The LGA of Ku-ring-gai contains a number of private school grounds, much higher than the state average. Currently Council does not have the option to use any of these schools' sporting facilities (including sporting grounds, pools and indoor sporting facilities) for local community use. There is the need to investigate and determine at what point do private schools have a responsibility to provide a public service and for these facilities to be used by local Council. In particular, Ku-ring-gai does not have any Council owned or managed indoor sporting complex, however preliminary investigation indicated that currently this is an example of where provision within Ku-ring-gai is being catered by the private schools. However, further investigation is required that examines the accessibility of these facilities to the local community and the restrictions of their use.

5. Impact on health outcomes and social cohesion, particularly in disadvantaged communities

Government campaigns have become increasingly prevalent in recent years which encourage communities to implement healthy lifestyles and be active for physical, social and mental benefits.

Council's Open Space Strategy identifies the importance of open space areas as assets for recreation, conservation and as a conduit for communities to come together which is an important component of urban liveability. Key action plans of this strategy, Community Plan and Sport in Ku-ring-gai Strategy have been developed and implemented to increase the opportunity for residents to participate in sport and recreational activities.

5.1 "Active Ku-ring-gai" Program

Council employed a Recreations Program Officer in May 2005 and the "Active Kuring-gai" program has been developed and implemented over the past 18 months to increase the range of activities provided within the local community. The program provides affordable activities that have been designed specifically with particular target groups in mind. For example, women and older adults for Pilates in the Park. General feedback to date from participants is that they are pleased to see their local Council running and promoting activities that are accessible in regards to cost and availability.

In addition to the physical benefits of the activities, the program is designed to build a pathway for community members to adopt an active lifestyle and to increase social cohesion between individuals. Planning is now underway to increase the number and range of activities offered through the program.

5.2 Impact of childhood obesity

Whilst Ku-ring-gai Council is not identified as a disadvantaged community, the issue of childhood obesity is one that is nevertheless prevalent throughout all of NSW.

Kerry Turner, NSW Sport and Recreation's Manager Community Sport and Recreation discussed the monetary and social impacts derived from childhood obesity at the regional sports forum hosted by Ku-ring-gai Council. She identified that the minimum total monetary cost of obesity to Australia is \$13.84 billion and that the percentage of NSW boys and girls who are obese doubled between 1985 and 1997. With mental disorders, injury and depression being a major issue for youth in today's society, and depression linked to other risk behaviours (eg smoking, drug and alcohol use and eating disorders) the benefits of sport participation can not be discounted. Life skills, mental and physical well being and the creation and maintenance of social networks are direct benefits of organised sport. Kerry Turner offered that 62.3% of all children (5-14 years) in NSW participated in organised sport and physical activity out of school hours and that this figure had increased by 3% over recent years. Additionally, a 2.9% increase in the adult age group had occurred, with a total of 42.7% of adults having participated in organised sport.

6. Traffic, noise and other direct impacts on residential amenity

6.1 Sportsground Plan of Management

Ku-ring-gai is currently reviewing the Generic Plan of Management of Sportsgrounds. POM is structured to reduce the impact on the residential density. The Plan of Management has been developed specifically with consideration to the impact that use of sportsfields and adjoining facilities has on the surrounding residents. The Plan of Management review identifies that early morning activities can only occur at those sites where there will not be an impact on residential amenity. Eg boot camp style activities are not allowed.

6.2 Development of Action Plans

Council has worked closely with local sporting clubs and associations in recent years to develop a partnership relationship. An example of this is the provision of local residents with an 'action plan' for each location where night games are played. Identifying that an increase in noise and traffic will occur at these locations, surrounding residents are provided with the contact details of a person that can be called to resolve minor issues on-site. This has provided a valuable tool for local community residents and acts as a positive example of where the local community, sporting clubs and Council work together to generate a result which has the various stakeholder's interests in mind.

6.3 Night Game Policy

The need to accommodate local sporting codes growing membership demands has resulted in initiatives such as the adoption of a night game policy. This has allowed Council to spread the usage patterns from weekend games only to include one night a week at specific locations. Restrictions are placed upon the club regarding the maximum number of Sunday dates that can be used in conjunction with the playing of night games to ensure that the local community is provided with increased opportunity to use the sportsfield for their own leisure.

6.4 Development Application Conditions

Ku-ring-gai's Sport in Ku-ring-gai Strategy identifies the need to spread the wear and tear that this activity generates. The installation of floodlighting at new sportsfields is an essential requirement and Council is constantly evaluating locations where floodlights can be installed. The impact on surrounding residents where new lighting will be installed will be considerate, and to accommodate the changes, development conditions of lighting generally prevent use after 9.30pm. Inclusions of conditions such as no weekend hours and staggered training time slots are also often included. These restrictions are communicated to the sporting clubs during the development application process so that they are aware of their responsibilities to ensure that the surrounding resident's amenity is considered whenever possible.

7. Affect of litigation and insurance costs on financial viability

7.1 Public Liability Insurance

Public Liability Insurance is perhaps the most controversial issue that has impacted on local sporting clubs over recent years. The growing professionalism of grass roots sports, coupled with an increase in litigation has resulted in many state associations developing their own policies and regulations in regards to their players and insurance. As a result, there has become a stalemate in some issues where Councils and hirers are unable to agree on the terms of PLI limits and conditions.

7.2 Security and Vandalism

Ku-ring-gai has experienced a general increase in vandalism to sportsgrounds over recent years. Incidents have included arson, break and enter vehicle damage to the surface itself, goal post removal or damage and other incidents of minor damage associated with ant social behaviour. This damage cannot be budgeted for and is often very expensive to repair. The increase in vandalism has resulted in the need to increase costly security patrols of sportsgrounds and the limiting of vehicular access to certain areas by the installation of gates and/or bollards in some locations.

8. Access to open space for active and passive recreational users

Ku-ring-gai Council owns and/or manages over 1,400 hectares of open space land. Approximately 1,100 hectares are natural areas or bushland. The remaining 300 hectares includes 42 sportsgrounds, 71 tennis courts, St Ives Showground, an outdoor swimming pool complex, over 250 parks, two golf courses and an estimated 300,000 street trees.

Past Council studies and surveys of residents regarding their use of open space for passive and active recreational use identify walking as the most popular activity, with golf tennis and swimming all rating highly. The surveys identified that many residents use local sportsgrounds for informal sport and social/picnic use in addition to organised sporting activities. The location of the sportsground in relation to their home and the ambience or 'feel' of the location was the primary factors in determining which sportsground they visited. Therefore, when we consider the growing demand by the organised sporting community for sportsfield use, it follows that sportsfields are becoming increasingly inaccessible to the non formal sporting community. Council has addressed this issue somewhat by restricting seasonal hirers to a maximum of 15 out of 22 Sunday dates that sportsfields can be used. At locations where Friday night games are played, Sunday usage is restricted to 8 dates.

Council is therefore working to ensure that alternative recreational facilities including parks, bushland, tennis courts and the St Ives Showground are appealing and made available to the local community. Council's capital works program includes an annual allocation for the upgrade and embellishment of playgrounds, tennis courts, West Pymble pool, parks and bushland. Council's District Park Landscape Masterplans has identified 15 locations which, over the coming years offer the staged preparation to plan, prioritise, and carry out improvements effectively and within a reasonable timeframe. Planning is underway for the development of walking tracks incorporating fire trails and linking existing tracks together.

9. Conclusions and Recommendations

There are a number of challenges confronting Council in managing, maintaining and expanding sportsground facilities in Ku Ring Gai. These include changing community needs and demands, increased capital expenditure requirements, deterioration of fields associated with drought and water restrictions and age, a lack of assistance from some local schools. Ku Ring gai Council is seeking to address these challenges through detailed planning, working closely with appropriate stakeholders such as sporting clubs and associations, by committing funds through prioritised forward capital works programs and encouraging other Councils and the State Government to adopt a more regional and co ordinated approach.

Ku Ring Gai Council, on behalf of its community is committed to the provision of high quality and accessible sportsgrounds facilities as we are firmly of the view that their provision has a tremendous public benefit, both in the context of improving public health and social cohesion. The former of these benefits actually results in significant financial benefits for the NSW Government by reducing health and hospitalisation costs in the longer-term. In addition, many of the costs pressures described above have arisen as a result of state government policies and practices.

The provision of greater financial support from the NSW Government will assist in ensuring the ongoing provision of high quality sportsground facilities in Ku Ring gai. It would also guarantee that both the costs and cost benefits of promoting active sport participation through the provision of such facilities is shared fairly between both the local and state levels of government.

It will however take more than direct financial assistance. Policy development, particularly in respect of access to and retention of existing sporting facilities on state owned land and ongoing research and study to ensure that we all access relevant and useful information in a timely manner will be of critical importance

TRIAL USE OF WARRIMOO OVAL AS DOG OFF-LEASH AREA

EXECUTIVE SUMMARY

PURPOSE OF REPORT: To report to Council on the trial use of Warrimoo Oval and

Queen Elizabeth Reserve sportsfield as a dog off-leash area.

BACKGROUND: Council resolved at the 13 December 2005 Ordinary Meeting of

Council to conduct a dog off leash area trial at Warrimoo Oval. Furthermore, upon completion of remediation works and capital upgrade of Queen Elizabeth Reserve Playing Field in May 2006, the suspended trial of the area as a dog off leash area recommenced. Both off leash areas trialled were a sportsfield, and the trials allowed dogs to be exercised off leash in that area whenever the sportsfield area was not being used for organised sport and games. Comments regarding both trials could be made to Council's Sport & Recreation Planner until 30 June

2006.

COMMENTS: The 6 month trial of Warrimoo Oval as a dog off leash area

resulted in 15 comments and one petition received by Council's Sport & Recreation Planner. Of these, 14 were in support of the location becoming a permanent dog off leash area and only 1 was an objection to the trial. During the 3 month recommenced trial of Queen Elizabeth Reserve Playing Field, no comments

were received.

RECOMMENDATION: That following the trials at Warrimoo Oval and Queen

Elizabeth Reserve sportsfield, the ovals be formally established as a dog off-leash area when not being used for organised sport or games. It is recommended that Toolang Oval no longer be recognised as a dog off leash area and for the carry forward funding on this project be used to embellish the next off leash are on the priority list. The prioritisation schedule for capital works upgrade of dog off leash areas will need to be adjusted with the matrix applied to Warrimoo Oval to determine it's

position in this schedule.

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PURPOSE OF REPORT

To report to Council on the trial use of Warrimoo Oval and Queen Elizabeth Reserve sportsfield as a dog off-leash area.

BACKGROUND

In 2002, Council carried out a review of the provision of dog off leash areas around Ku-ring-gai. This study looked at the 13 resolved sites at that time as well as an additional 14 sites and considered a number of issues including the spread of open space which was designated off leash and non off leash to ensure as even a spread of provision of both types of area as possible.

In the case of the St Ives area, Warrimoo Avenue Oval was considered, however the area in Yarralumla Avenue was already adopted, and a far greater coverage of provision for residents can be achieved by having an area in the south and the north, than only in the centre. Additionally, when considering the use of a sportsfield for shared use, Warrimoo Oval was identified as having a much greater amount of 'formal booked' activities than Toolang Sportsfield. This is largely due to Warrimoo Avenue Oval having floodlights and is therefore used for night training in summer and winter, as well as weekend sport.

The study undertaken in 2002 assessed each site in relation to a number of issues including; the size of the site, the population who had 'local' access to the site, and the existing and required infrastructure with a view to determining the suitability of each site. As a result, eight additional sites were trialled for a period of six months. At the conclusion of the trial, 5 sites were resolved to be off leash areas, and one trial was suspended pending the completion of the remediation of Queen Elizabeth Reserve. There are now 18 adopted off leash areas in Ku-ring-gai, 12 are permanent areas and the remaining 6 are sportsfields which are off leash when not being used for organised sports and games, one of which is only off leash after 1pm each day.

The Local Government Act requires each Council area provide one designated off leash area.

The same report referred to above, identified that the designated areas needed to be upgraded to ensure they were safe and suitable for use, the basic facility provision was determined to be; fencing, water, bins, seats and shade. At this time it was recognised that it is not possible to fully appreciate the suitability of each site unless they meet these basic minimum requirements. This has been very evident by the increase in use and the positive feedback received about the sites where upgrades have been completed.

At the same time, Council adopted a prioritised program which has resulted in at least one off leash area being upgraded each year. The 2005/06 capital works program had identified Toolang Road Sportsfield as the highest priority and upgrade works to be completed included the area being fully fenced, and the other facilities outlined above installed during the financial year. This was resolved by Council in July 2005, following consultation with the Parks, Sport & Recreation Reference Group.

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Councillor Hall and local residents met with the Director of Open Space & Planning and key Council staff on-site at Warrimoo Oval on Friday 11 November 2005 to discuss the residents' desire to transfer the dog off-leash area from Toolang Sportsfield to Warrimoo Oval.

At the Ordinary Meeting of Council on 13 December 2005, Council resolved that:"Council discontinue any construction of off-leash facilities at Toolang Road Oval, St Ives, in line
with the adopted Capital works program for 2005/06. Instead, Warrimoo Oval at St Ives is trialled
as the first priority off-leash area in north St Ives with a view to its replacing the unsuitable
Toolang Road Oval, currently approved under the present Capital Works program."

Queen Elizabeth Reserve was on trial as a dog off-leash location when it was closed in 2003 after traces of asbestos were found. The sportsfield re-opened on 5 May 2006 following extensive remediation works and capital upgrades. Signs were erected on-site advising the local community that the area had recommenced as a trial dog off-leash area and public comment was invited until 30 June 2006.

COMMENTS

Warrimoo Oval

Signs were erected at Warrimoo Oval advising the local community that the sportsfield was a trial dog off-leash area when not used by a formal hirer. Seasonal sporting clubs that hire Warrimoo Oval and permanent hirers of the Warrimoo tennis courts and scout hall were written to and advised of the trial exercise and invited to provide their comments and suggestions by 30 June 2006. A follow up letter was sent in May 2006 advising that the trial period was concluding in approximately a month's time.

Throughout the trial period, 15 comments and one petition were received. The petition presented to Council on 28 March 2006 contains 78 signatures and stated:-

"We, the undersigned, thank you once again for your support in the 'trialling' of Warrimoo Oval as a 'dog off leash' park. The trial has been received with great enthusiasm by local dog owners as can be seen by the increased use of the Oval. All are mindful of removing pet waste and of keeping dogs from interfering with any non-dog owners using the oval. We are extremely confident that sporting groups, general public and dog owners and their pets can all benefit from the use of the oval without conflict."

Council wrote to the head petitioner acknowledging receipt of the petition and advising the procedure that would occur at the conclusion of the trial period.

A summary of the 15 comments received is provided as Attachment 1 of this report. 14 of the 15 comments supported the trial and recommended Warrimoo Oval continue to be offered as a dog off- leash area. Comments received stated that dogs had to be kept on a lead when the sportsfield was in formal use, and that it was encouraging to see the oval being used for multipurpose activities. Additionally, many people referred to the important social and health benefits to be gained by both dogs and owners from off-leash areas.

The single objection regarding the trial cited dog owners ignoring the off-leash rule during formal sporting activity and raised concerns about the health impacts resulting from the dual use of the sportsfield.

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Queen Elizabeth Playing Reserve

Upon re-opening of the sportsfield on 5 May 2006, the suspended trial was recommenced until 30 June 2006. Signs were erected on-site advising the local community that the trial had recommenced and invited comment regarding the trial. No comments were received by Council during the latest trial period.

CONSULTATION

Consultation was undertaken over the last 6 months during the Warrimoo trial period with residents and users of Warrimoo Oval sportsfield, tennis courts and scout hall. In addition, the trial period was advertised in the Ku-ring-gai Council News section of the North Shore Times on 7 April 2006 and on Council's website under 'trial dog off-leash' areas throughout the 6 month trial period.

All residents who commented and provided a mailing or email address, have received a written acknowledgment of their comments and have been advised the date of the Ordinary Meeting of Council when this report relating to the trial locations is to be presented to Council.

FINANCIAL CONSIDERATIONS

If the recommendation that Queen Elizabeth Reserve Sportsfield and Warrimoo Oval be established as dog off-leash areas and Toolang Sportsfield revert to an area where dogs can only be exercised on a leash, then the main financial consideration is the replacement of installation of adequate signage at both locations, which will be in the region of \$800.00. Furthermore, there is a financial implication to the organisation of the increased resources required to monitor and regulate the recommendations being made, including an increase in the necessary Regulatory Services staff resources to patrol the area to ensure that the changes in status of the areas are recognised by the community.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Open Space staff worked in conjunction with staff from Regulation Compliance. In particular, communication has occurred with the companion animals' officer and other regulatory officers to collate comments made by members of the public to staff from this section, in addition to including any comments from the regulatory staff who attend these sites.

SUMMARY

The trials have been undertaken for a period of six months at Warrimoo Oval and three months at Queen Elizabeth Reserve Sportsfield with very little or no overall response. The success and positive feedback Council has received in relation to Warrimoo Oval, serves to demonstrate the importance that the community places on having suitable facilities to exercise their dogs off-leash.

Whilst it is considered that a larger catchment and improved access facility can be fully addressed at Toolang Avenue Sportsfield, this could only be fully demonstrated following completion of capital improvements to the location as was resolved by Council for completion in 2005/06. However,

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significant opposition to the delayed upgrade of Toolang Dog Off leash area has not been identified during the trial period of Warrimoo Oval.

RECOMMENDATION

- A. That the following sites be resolved as recognised off-leash areas whenever the sportsfield area is not being used for organised sport and games:
 - (i) Warrimoo Avenue Oval
 - Queen Elizabeth Reserve Sportsfield (ii)
- В. That Toolang Oval no longer be recognised as a designated dog off leash area under the Companion Animals Act.
- C. That the funding allocated for upgrades to the Toolang sportsfield in 2005/06 be considered in the carry forward for 2005/06 capital works and to be used to embellish the next off-leash area on the priority list.
- That Warrimoo Oval as a dog off leash area be prioritised in accordance with D. Council's matrix for Capital Works expenditure on embellishment of dog off leash areas.

Carol Harper Steven Head

Sport & Recreation Planner Director of Open Space & Planning

Attachments: Summary of comments received during trial period of Warrimoo Avenue

Oval - 649451

SUMMARY OF COMMENTS RECEIVED WARRIMOO OVAL, DOG OFF-LEASH TRIAL

Ms. McBurnie	Support for Warrimoo Oval - Dog off leash, slight concern that some of the players bring their animals to the park and do not keep and eye on then whilst playing and do not clean up after them.				
Mr. Paroissien	Support for Warrimoo Oval - Dog off leash. Strongly recommend that Warrimoo Oval be permanently dedicated as a dog off leash area.				
Mrs. Tuchin	Support for Warrimoo Oval - Dog off leash, would like to stress to other dog owners to clean up after them.				
Mr & Mrs Robson	Support for Warrimoo Oval - Dog off leash.				
Mr. Hamilton	Support for Warrimoo Oval - Dog off leash. Responsible conduct of the users - no mess left behind.				
Mr. Ash	Support for Warrimoo Oval - Dog off leash. Recommends that we should get extra bins due to the bins over-flowing after sports games.				
Ms. Milwidsky	Support for Warrimoo Oval - Dog off leash. Thinks that its great to see the dogs exercising and playing with their friends. It also gives their owners a chance to be social and exercise as well.				
Ms. Paroissien	Support for Warrimoo Oval - Dog off leash. Wants to strongly encourage multiple use of facilities where this can be sensibly managed.				
Ms. Alderman	Objection for Warrimoo Oval - Dog off leash. Rules are not kept - when sports games or training is on, some of the dogs are still off leash. Dogs run through training and games chasing balls. Some small children are afraid of dogs which can lead to tears. Health risks involved with dogs sharing the sports oval - children's drink bottles are laying on the grass that could have been urinated on and also children sliding along the ground through dog droppings.				
Mr. Walsh	Support for Warrimoo Oval - Dog off leash. Thinks it's a great meeting point and the dogs get a good exercise.				
Sir/Madam R Garing	Support for Warrimoo Oval - Dog off leash.				
Ms Carter	Support of Warrimoo Oval - Dog off leash. Only when sporting events are not taking place.				
Dr Gillig	Support of Warrimoo Oval - Dog off leash. She has heard no complaints from the Soccer or cricket players. The area is always clean.				
Mr & Mrs Belbin	Support for Warrimoo Oval - Dog off leash. She is happy to have restricted hours.				
Ms Cunliffe	Support for Warrimoo Oval - Dog off leash. She thinks that the oval is being used more now due to the trial.				
Petition	78 residents signed petition in support of Trial of Warrimoo Oval as Dog Off leash area.				

Item 13

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APPLICATION FOR REZONING - 1228 TO 1274 PACIFIC HIGHWAY, PYMBLE/TURRAMURRA AND 1 BEECHWORTH ROAD, PYMBLE

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider an application for the rezoning of residential

lands at 1228-1274 Pacific Highway, Pymble / Turramurra and 1 Beechworth Road, Pymble to 2(d3) to permit multi-

unit development.

BACKGROUND: The subject lands were considered by Council at its

meeting of 25 November 2003 when resolving the format for Draft LEP194. Council resolved not to prepare a Draft LEP for the medium density rezoning of the site pending further information as to its suitability. The current rezoning application presents this information and is the

culmination of this matter.

COMMENTS: The rezoning application provides information in support

of the rezoning of the site. This includes a concept plan, arborist report and reports on drainage, traffic, bushfire and geotechnical information. Initial assessment of the application by Council's officers suggests that the site is considered sufficiently acceptable to warrant preparation of a Draft LEP to permit multi-unit development with the exception of 1228 Pacific Highway (heritage item). The preparation of a Draft Local Environmental Plan can be supported for the purposes of undertaking Section 62

consultation with statutory authorities.

RECOMMENDATION: That Council resolve to prepare a Draft Local

Environmental Plan (exclusive of 1228 Pacific Highway)

to rezone 1234-1274 Pacific Highway, Pymble /

Turramurra and 1 Beechworth Road, Pymble to 2(d3).

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PURPOSE OF REPORT

To consider an application for the rezoning of residential lands at 1228-1274 Pacific Highway, Pymble / Turramurra and 1 Beechworth Road, Pymble to 2(d3) to permit multi-unit development.

BACKGROUND

The subject lands were considered by Council at its meeting on 25 November 2003 when resolving the format for Draft LEP 194 to be forwarded to the Minister. Council resolved not to prepare a further Draft LEP for the rezoning of the site to permit multi-unit development pending further information concerning the sites suitability. The site was zoned 2(c2) under LEP 194 exclusive of the heritage item at 1228 Pacific Highway which remained 2(c).

The current rezoning application was initially submitted on 2 March 2005. Further information comprising a geotechnical assessment was submitted on 28 July 2005.

Following the listing of Blue Gum High Forest under the Federal Environmental Protection and Biodiversity Conservation Act 1999, Council wrote to the applicant. It requested a flora and fauna study including a seven part test (to determine if there were likely impacts on endangered ecological communities). Council received the information requested on 23 June 2006.

The site has a Pacific Highway frontage of approximately 460m with secondary frontages to Beechworth Road and Warragal Road of approximately 58m and 30m respectively. The lands generally slope to the rear where they back onto the north shore railway. Total site area is approximately 24,000m². It is one of the few strips of residential land fronting the Pacific Highway not now zoned to permit multi-unit development.

The composite site accommodates 20 dwelling houses, plus 1 heritage item which is approved for use as commercial offices under heritage incentive provisions.

COMMENTS

Owners consent:

The application for rezoning has been submitted with the stated consent of all property owners except No 1 Beechworth Road. It is noted by Council that the consent of a further 5 of the 21 property owners is inconclusive.

This is for a range of reasons including no signature, old consent, unclear signature, or consent to a nominee.

It is considered however that Council should deal with the application for the total block from a planning perspective. This is recognising the majority of owners consent to the application and it would not be productive to ignore those few properties whose owners consent may be unclear.

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Consultants report:

The rezoning application was accompanied by consultants' reports. These supporting reports are:

- Planning Report prepared by Chris Young Planning.
- Concept Site Report prepared by Futurespace.
- Arboricultural Assessment prepared by Sydney Arboricultural Services Pty Ltd.
- Drainage Report by Argent Consulting.
- Traffic Report by Masson / Wilson / Twiney Traffic and Transport Consultants.
- Geotechnical Reports by Douglas Partners and Jeffrey & Katauskas Pty Ltd.
- Bushfire Hazard & Threat Assessment Report by R A Free (Bushfire Management Consultant).
- Flora and Fauna Seven Part Test of Significance by Danny O'Brien.

These reports together with the overall application have been considered by Council staff. This is discussed in that part of the report addressing Consultation with Other Departments.

CONSULTATION

There has been no public consultation in respect of this rezoning application.

Should Council resolve to prepare a Draft Local Environmental Plan it will be necessary to consult with the Department of Planning, government and statutory authorities before public exhibition can proceed. With the preparation of a Draft Plan consultation is required under Section 62 of the Environmental Planning and Assessment Act 1979. Authorities have generally indicated that they prefer to do this by responding to a Draft Plan which has been prepared after Council resolution. The Draft Plan can then be placed on formal public exhibition after considering concerns from any authorities or the need for any amendments resulting from the consultation process.

The Department of Planning have recently advised of new procedures in relation to the processing of LEPs and a general reluctance to deal with spot rezonings except in special circumstances. It is understood that transitional matters (such as the current rezoning) might be so considered. Council would need to advise the Department of any decision to prepare a Draft LEP and receive the Department's concurrence to this to permit Council's preparation of the draft Plan and Section 62 consultation to proceed.

FINANCIAL CONSIDERATIONS

The financial considerations specific to the matter to date have been the use of staff resources. The preparation of any proposed draft Local Environmental Plan and its processing would involve the costs of:

- 1. Staff resources.
- 2. Advertising (at time of Plan exhibition).

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There are potentially future Section 94 contribution issues associated with the rezoning in the event of future residential redevelopment.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Council's departments have been consulted and have provided comments.

Department of Open Space

Biodiversity Officer:

"The site contains remnants of Blue Gum High Forest (BGHF) an endangered ecological community as listed under the NSW TSC Act 1995 and the federal EPBC Act 1999. The development proposal failed to address this issue. A fauna and flora study is required to properly address the potential impacts on remnant vegetation on site and the nearby Sheldon Forest Reserve. To assess the potential for significant impact on Blue Gum High Forest a seven point test (EP&A Act 1979) is required as part of the study. After the assessment is carried out by a qualified ecological consultant, the proposal may need to be referred to the federal Department of the Environment and Heritage for appraisal. The site would also provide some habitat for other threatened species such as the Powerful Owl, which may also need to be considered.

Comment

The comments of the Biodiversity Officer follow the recent federal listing of Blue Gum High Forest as an endangered ecological community under the environmental Protection and Biodiversity Conservation Act 1999. In this light Council wrote to the applicant on 4 November 2005 to request a fauna and flora study be undertaken and include the seven part test as provided for by the Environmental Planning and Assessment Act 1979. The applicant has responded and after some delay submitted the fauna and flora study with the seven part test.

Natural Environment Officer

Note: The seven part test was undertaken and its executive summary is set out hereunder for information purposes. This is followed by comments from the Natural Environment Officer which are particular to the main issue of Blue Gum High Forest which has been of particular interest to Council.

"EXECUTIVE SUMMARY

GALLWEY INVESTMENT TRUST commissioned Environmental Appraisal to prepare a flora, fauna, Seven Part Test of Significance and a State Environment Planning Policy- 19 (Urban Bushland Protection) statement on the proposed rezoning of existing residential properties located on the Pacific Highway between Beechworth Road and Warragal Road, Pymble within the Ku-ring Gai Local Government Area. The specific properties incorporate numbers 1234-1274 Pacific Highway, Pymble within the Ku-ring Gai Local Government Area.

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These parcels of land collectively will be referred to as 'the subject site' unless a specific property is addressed, then the specific street address with house number will be stated. The subject site is situated within a semi-cleared urban 'leafy' area on the western side of the Pacific Highway between the highway and the main northern railway line. The main northern railway line is located at the rear or western side of the subject site. The Sheldon Forest is located on the opposite side of the railway line. Sheldon Forest contains a good example of the Blue Gum High Forest Endangered Ecological Community. The subject site contains some remnant trees of a former Blue Gum High Forest, however, the subject site is no longer a viable Blue Gum High Forest due to several factors including (but not limited to) very low indigenous plant biodiversity, isolation of habitat from core bushland areas by existing developments and major infrastructure such as the Pacific Highway and the main northern railway line, severe weed invasion, permanent exclusion of a fire regime and the incapacity to support an ecological burn necessary to regenerate Blue Gum High Forest supporting understorey vegetation and general site degradation, mowing effects and understorey simplification.

State Environmental Planning Policy-19 (Bushland in Urban Areas) is applied as the Sheldon Forest is located downslope of the subject site. The Sheldon Forest is regarded as having 'high conservation value'. A SEPP-19 statement is appended to this report (Appendix I).

The subject site's remnant Blue Gum High Forest trees were once vegetatively connected to the Sheldon Forest, however, the site has been disjunct from Sheldon Forest for over 100 years by the existence of the main northern railway line and is degraded and infested with exotic weeds of variable species in the understorey. Importantly, not all properties within the subject site contain trees associated with Blue Gum High Forest and that these trees are not evenly distributed within the subject site. The proposed rezoning and subsequent development for medium density housing is unlikely to have a significant effect on the adjacent Blue Gum High Forest within the Sheldon Forest. The eventual development of the site will have a beneficial effect on the public reserve's Blue Gum High Forest when the site is fully developed as the weed propagules present within the subject site will be eradicated minimising the abundance of weed seed propagules from infesting into the Sheldon Forest.

The Grey-headed Flying Fox Pteropuspoliocephalus (Schedule 2, Threatened Species Conservation Act, 1995) was recorded during the night assessment phase. This species is the only threatened species recorded during the field assessment and that no other threatened species are likely to utilise the subject site with the possible exception of the Gang Gang Cockatoo. There are several habitat trees and trees with hollows present within the subject site, however, no nesting Cockatoos were actually observed including the locally endangered Hornsby-Ku-ring Gai population of the Gang Gang Cockatoo within the subject site. Much of the subject site overall has limited ecological value due to the severe state of ecological degradation and has no long-term viability.

This flora, fauna and Seven Part Test of Significance determines if the proposal will have a significant effect on threatened species, populations or endangered ecological communities under the NSW Threatened Species Conservation Act, 1995 or the Commonwealth's Environment & Biodiversity Conservation Act, 1999. It is considered that the proposal and any future development of the site will not have a significant effect on threatened species,

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populations or endangered ecological communities as there will be no significant deterioration of Blue Gum High Forest endangered ecological community than currently already exists as there is no longer a viable understorey of supporting Blue Gum High Forest vegetation below the site's existing Sydney Blue Gums Eucalyptus saligna and other associated Blue Gum High Forest trees such as the site's remnant Blackbutts Eucalyptus pilularis and Rough-barked Angophora Angophorafloribunda trees. These large adult trees will eventually senescent and die and there is virtually no indigenous Blue Gum High Forest supporting understorey vegetation to replace them.

The subject site's Blue Gum High Forest trees are discontinuous, are isolated a considerable distance from the Sheldon Forest with a significant barrier between the subject site and the Sheldon Forest being the main northern railway line. There is another ecological barrier present between the subject site and the Sheldon Forest, this barrier is a 'wall' of impenetrable weeds that will never permit the colonisation of Blue Gum High Forest plant propagules from becoming established among the primary weed zone.

The understorey of all properties assessed are dominated by exotic weeds and there is very limited 'natural' native plant regeneration taking place including species associated with the Blue Gum High Forest vegetation community. Natural regeneration of Blue Gum High Forest plant species (including replacement sapling trees) are almost negligible.

Primary ecological issues were identified and addressed and determined in relation to the subject site as part of this study; these issues were refined and identified as that there are existing large indigenous trees that are associated with Blue Gum High Forest present within the subject site namely the site's Sydney Blue Gums and several of the Blackbutt trees, these trees may be of local significance to the local population of the Gang Gang Cockatoo both in the form of affording potential tree hollows to the Gang Gang Cockatoo and in the case of the Blackbutt, the species is an important food tree to the Gang Gang Cockatoo (personal observation). Notwithstanding the general use as a food tree to the Gang Gang Cockatoo, the Blackbutt trees within the subject site are likely to provide only occasional foraging habitat for this species as the Blackbutt is abundant throughout the Ku-ring Gai Local Government Area and indeed throughout Pymble. A reconnaissance survey had been undertaken by the consultant in an area of approximately two kilometres radius around the subject site to observe the extent of Blue Gum High Forest trees including the extent and abundance of Blackbutt trees. It was found that the Blackbutt Eucalyptus pilularis is common and abundant within the broader locality. Should it be necessary to remove some of the Blackbutt trees within the subject site, then this action will be inconsequential to the local population of the Gang Gang Cockatoo and that both the species and the local population of the species will still continue to the viable in the locality.

Any future development of the subject site should aim to retain where possible the larger eucalypts especially trees that contain or are in the process of developing tree hollows and the larger Blackbutts as a contribution to retaining food reserves of the Gang Gang Cockatoo.

The primary ecological issues identified as a result of this study have been refined to the (1) whether the proposed rezoning and subsequent development will have a significant effect on

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Blue Gum High Forest endangered ecological community within the subject site and environs viz: Sheldon Forest and environs, (2) whether there will be a significant impact/effect on the Gang Gang Cockatoo (Schedule 2, Threatened Species Conservation Act, 1995), (3) whether there will be a significant impact/effect on the Hornsby-Ku-ring Gai Local Government Area's endangered population of the Gang Gang Cockatoo, (4) whether there will be a significant impact/effect on the Grey-headed Flying Fox (Schedule 2, Threatened Species Conservation Act, 1995), (5) whether there will be a significant impact/effect on the Common Bent-winged Bat (Schedule 2, Threatened Species Conservation Act, 1995), (6) whether there will be a significant impact/effect on the Powerful Owl (Schedule 2, Threatened Species Conservation Act, 1995) and finally (7), whether there will be a significant impact/effect on the Sheldon Forest public reserve under the terms of State Environmental Planning Policy-19 (Bushland in Urban Areas). All of the above issues are addressed within the ecological assessment study and the subsequent Seven Part Tests of Significance and the State Environmental Planning Policy-19 statement. It is concluded that the development of the subject site will not have a significant effect on threatened species, populations or endangered ecological communities within the subject site or in the locality namely the Sheldon Forest public reserve.

Finally, in relation to the possibility of removal of some select Blue Gum High Forest trees to accommodate any future development within the subject site, the consultant had noted during the field reconnaissance survey and mapped the distribution of Blue Gum High Forest trees for approximately two (2) kilometres radius around the subject site at Pymble and found that Blue Gum High Forest trees including Sydney Blue Gums and Blackbutts and Turpentines were still abundant as adult trees and are the primary dominant native trees in the locality."

<u>Natural Environment Officer – (response to seven Part test)</u>

Ecological issues

Rezoning of 1228-1274 Pacific Highway and 1 Beechworth Avenue, Pymble.

Blue Gum High Forest

The Blue Gum High Forest present on the site has been severely disturbed and degraded. Development of the site, soil disturbance, weed invasion and fragmentation have resulted in a degradation of the site vegetation. Mature canopy is present on the site as well as a number of understorey and herb layer species as identified in the Flora and Fauna report for this site (although diversity in the lower stratums is greatly reduced). The presence of a few native species indicates resilience and the presence of a seedbank/seed source (although recruitment appears to be low). It is not envisaged that Blue Gum High Forest as described in the Final Determination for this community could be restored on the site with out significant bush regeneration and removal of threats.

The Aborist report for the site indicates that soft landscaping areas will be incorporated into the landscape plan. These area must be planted with Blue Gum High Forest species (including grasses, forbs, ferns shrubs and canopy) of local provenance. These plantings could be used to screen off the railway corridor and the Pacific Highway. Active weed control is required in these areas to control the weed threat to the site and adjoining areas. Weed control must be simultaneously performed

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along the railway corridor (in conjunction with Rail Corp) to remove weed seed sources and prevent reinfestation of the site.

Blue Gum High Forest is Listed as an Endangered Ecological Community under State and Federal legislation (and has recently been preliminary listed as a Critically Endangered Community under State Legislation). This proposal may require referral to the State Government for approval. The Federal Government have indicated that this site is too small and too degraded to warrant referral to the Commonwealth Government.

Hollow bearing trees

The site contains a number of large hollow-bearing trees. These trees provide potential shelter and/or breeding habitat for hollow dependant fauna e.g. the threatened insectivorous bat Mormopterus norfolkensis. It is probable that these hollows are used by threatened micro-bat species. No nocturnal investigations were performed as part of the Flora and Fauna impact assessment for this site and a bat survey must be perform prior to the removal of any hollow bearing trees. The Aborist report for this site has identified some of the tree on site as hazardous, and these trees will require removal. Removal of these trees may therefore have a significant impact on threatened micro bat species. Other trees have been identified as requiring remedial care or pruning. Hollow limbs and dead wood must be retained where practical when pruning. Canopy replacement is not likely to replace tree hollows for at least 50 years (probably longer) and there is a decline in tree hollow availability in the Sydney area. The presence of hollow bearing trees on the land would not prohibit further development of the land, provided that adequate tree protection methods are in place and canopy replacement is performed.

Proximity to Sheldon Forest

The site is in close proximity to Sheldon Forest, which contains high-quality remnants of Blue Gum High Forest. The subject site currently acts as a weed source to Sheldon Forest, compromising the integrity of Sheldon Forest. Weed control on the site is likely to benefit Sheldon Forest. Mobile fauna is likely to move between the site and Sheldon Forest. It is recommended that development on the site would include a landscape plan utilising Blue Gum High Forest species (to provide fauna habitat) and weed control would also be necessary. The vegetation currently provides fauna habitat, replacement with native species will offset the impact of weed removal. Onsite stormwater controls incorporated into the proposal would also have positive environmental benefits.

Conclusion

The vegetation on the site is significant and warrants protection and restoration. Medium density development, if done sensibly, is compatible with these aims. Proposals for this site must address weed control, stormwater control, canopy retention/replacement and planting of understorey species.

Recommendations:

- 1. Onsite landscape planting consisting of Blue Gum High Forest species (including grasses, forbs, ferns shrubs and canopy) of local provenance must be used.
- 2. Nocturnal micro bat surveys be performed on the site to determine if tree hollows on are used for roosting. If roost are found they must be retained.
- 3. Retention and protection of large and hollow bearing trees, particularly during construction. Arboricultural works performed on the site must endeavour to maintain fauna habitat (dead wood and tree hollows).

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- 4. Ongoing weed control of all noxious and environmental weeds present on site.
- 5. Stormwater control measures are required to minimise potential impacts on Sheldon Forest.

Landscape Development Officer

The aborist's report states that only 2 high quality trees, Nos 3 and 42 having a Safe Useful Life Expectancy (SULE) of 1a, of the 13 trees of varying condition proposed for removal, as they are located within the proposed footprints of future Local Environmental Plan No 194 buildings. The coloured site location plan, drawing number A01 of project number 040930 prepared by Futurespace and dated 1 October 2004 textually shows 13 trees proposed for removal.

A survey plan prepared by Rygate and Company Pty Ltd and dated 25 September 2002 includes all existing dwellings, contour lines at 2 metre intervals and trees numbered 1 to 116. Tree numbers 13, 14, 15, 16 and 117 do not appear on this plan. Trees 13 to 16 appear to be located at the lower rear garden of 1236 Pacific Highway and tree 117 could be located close to the central rear boundary of 1264 Pacific Highway.

The arborist's report includes trees numbers 105a and 105b, however, it makes no description of tree number 114. All described trees, with the exception of tree 9, a Corymbia masculata (Spotted gum), are from the Blue Gum High Forest Endangered Ecological Community of which only canopy and some understorey trees that inhabit the site and the surrounding area including Sheldon Forest that is located southwest of the North Shore Railway corridor opposite 1256-1270 Pacific Highway. One Pittosporum revolutum (Yellow Pittosporum) was noted within the lower rear garden of 1234 and a clump of the same species was found on the front boundary of 1258 Pacific Highway. Several other trees, mostly ornamental exotic and weed species are spread throughout the site.

It is assessed that the site does not contain Blue Gum High Forest, despite the majority of its canopy consisting of species from that Endangered Ecological Community, as the understorey and groundcover layers are effectively non-existent. The site's tree population is more densely concentrated towards its south-eastern end where the existing individual lots are twice the depth as at its north-western end.

It is agreed that the use/joining of existing building footprints is the most appropriate manner to develop the site. However, greater opportunity should be made beyond the canopy spreads of existing canopy trees, especially those of high quality, for locating the future building footprints within 1234-1238 Pacific Highway. Protective measures are also required to ensure that trees are not deprived of natural drainage as this action will cause their early demise. Future buildings should vary in height to emulate the slope of the ridgeline along the Pacific Highway boundary.

Department of Regulation and Compliance

Heritage Conservation Officer:

Heritage item 1228 Pacific Highway

This item is a late Federation house c1910. It has some landmark value as it is located on a prominent street corner. The tower element in the veranda with its "candle snuffer" roof contributes to its landmark value.

The applicant would need to supply a heritage impact statement to support rezoning.

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The building has been used as an art gallery and commercial offices but is currently used as professional rooms. The garage (later?) was demolished in November 1999. Minor alteration to the interior of the building including demolition of one internal wall was approved by Council in 1990. An application for an art gallery was refused by Council in 1995.

The building has two wings built c1960. The wings are brick construction with a flat aluminium roof and aluminium windows. The two wings are considered to have little significance and their demolition would not reduce the heritage significance of the item. Alternatively the two wings could be altered to be more sympathetic to the main building. There are no site features that have any heritage significance. The brick fence probably dates to construction of the two wings (c1960) and no significant plants were noted on the site. The rear car parking area is considered visually intrusive and was most likely provided when the two wings were constructed.

The heritage incentive clauses in the KPSO apply to the item and "any use" within the building is permissible irrespective of the zoning provided that conservation of the item is achieved and there is no adverse impact to the neighbouring properties.

I cannot support rezoning of this site to a higher density because it is unlikely that the site could accommodate additional buildings to achieve the site density proposed in the application. In addition new buildings on the site to achieve the desired density would result in unacceptable impacts.

Potential heritage items

No other buildings on the site have been identified as having any heritage value. However, this area has not been subject to any review since the first heritage study of Ku-ring-gai undertaken in 1986/87 and it is not within a National Trust Urban Conservation Area (UCA).

The majority of buildings in the subject site are relatively modest houses built between 1950 – 1960. However there are several houses located at the highest point of the subject site that are more substantial buildings that have some design merit. These are:

- 1252 Pacific Highway;
- 1258 Pacific Highway; and
- 1260 Pacific Highway.

No 1252 Pacific Highway is a substantial Inter War period house that is characterised by high quality poly chromatic brickwork and has some Art Deco features, notably the entrance, the angled bay element on the front façade and the brick detail at the rear of the house. The house appears to be relatively intact. This house is likely to be designed by an architect and heritage assessment should be undertaken.

No 1258 Pacific Highway is an Inter War Tudor style house, probably designed by the noted architect John Brogan. Several other houses in Ku-ring-gai are attributed to Brogan including the house at 1428 Pacific Highway, Turramurra. The house appears to be relatively intact although the Item 13 \$04082 28 July 2006

garage may be a later addition and the windows to the northern side of the house appear to be later, possibly infilling a former veranda.

1260 Pacific Highway is a substantial Inter War Mediterranean style brick house designed by the noted architect Augustus Aley. The site contains a planned garden, most likely designed by Aley. Aley was a landscape architect who later studied architecture and resisted with the Board of Architects in 1920. His work is noted for the relationship of the house to the garden. The house and its garden appears to be relatively intact.

No 1254 Pacific Highway is also a substantial two storey house, possibly designed by an architect, but from my preliminary aesthetic assessment I do not consider that it meets the minimum threshold for potential heritage status. I note that it has a distinctive hedge along the front boundary of the site that has some landscape value.

Conclusions and Recommendations

I do not support rezoning the heritage item at 1228 Pacific Highway because the zoning would permit an intensity of development on the site that could reduce its heritage value. I note that that item has considerable landmark value and its existing curtilage (the lot) should be protected. Given the incentive clauses in the KPSO, other uses within the building are permissible. Council should request that a full Conservation Management Plan be prepared for the item in the event that the applicant proceeds with rezoning the site.

The majority of buildings on the subject site are relatively modest houses and there is no heritage issues related to rezoning most of the site. However several of the houses are more substantial houses and have some aesthetic/architectural value and could be considered as "potential heritage items". These are:

- 1252 Pacific Highway;
- 1258 Pacific Highway; and
- 1260 Pacific Highway.

I recommend that these houses should be subject to heritage assessment prior to any decisions on rezoning. Some limited rezoning that would allow apartment conversion within the existing buildings and some additional development on the site may be acceptable.

Planning Department Comment

It is not the recommendation of the Planning Department that the three Pacific Highway properties be given consideration as potential heritage items in this instance. The Heritage Conservation Officer's comments concerning the existing item at 1228 Pacific Highway can be supported. It is not recommended for inclusion in any Draft LEP.

Department of Technical Services

Director Technical Services:

I have examined the geotechnical assessment prepared by Jeffery and Katauskas Pty Ltd associated with the proposed rezoning of the land bounded by 1228-1274 Pacific Highway, Pymble.

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The geotechnical assessment does not address the structural issues normally associated with development applications and was specifically carried out to assess the risk of any slope instability of the site.

The assessment was carried out in accordance with the 'Landslide Risk Management and Guidelines' prepared by the Australian Geomechanics Society (2000).

The purpose of undertaking an assessment in accordance with these guidelines was to assess the risk and likelihood of any slope failure and impediments against constructing multi-storey residential development on the site.

The concern was raised because the environmental base study that was previously undertaken by Council identified some slope failure in the railway cutting.

Associated with the report, the geotechnical engineers carried out bore logs to assess the composition, consistency and structural soundness of the underlying soils.

The bore logs indicate the site consists of silty clay with medium to high plasticity overlaying low to medium strength shales. There is no evidence of any groundwater in the bore logs which is typically evidenced in sites where slope instability is likely to be an issue.

The likely cause of slope failure within the railway embankment was most likely due to the steepness of the cutting being 50% to 60% and the ground not being supported by a suitably structural retaining wall.

The geotechnical report concludes that there is a very low to low risk of a potential landslide hazard and with properly engineered footings and retaining walls associated with any redevelopment of the site the risk is likely to be even lower.

The report cautions the type of drainage systems that should be ultimately used on the site and in particular that the use of absorption pits or trenches should be avoided.

The report found that the proposed medium density development is suitable for the subject site and does not adversely affect the slope stability of the site.

Further geotechnical investigation will be required for any development application to assist engineering designs for structures and retaining walls.

The report provides sufficient evidence to suggest that there are no geotechnical impediments to prevent redevelopment of the site for medium density housing and there was nothing in the report or the bore logs to suggest otherwise.

Strategic Traffic Engineer:

The Strategic Traffic Engineer provides comment contained in **Attachment A** to this report. The conclusions of the Traffic Engineer were:

- 1. The proposed rezoning is unlikely to have a significant additional impact on the operation of the intersection of Pacific Highway and Beechworth Road.
- 2. Local roads east of Pacific Highway near the site are likely to experience increases in traffic volumes particularly during the morning peak.

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- 3. Access points on Pacific Highway would have to be carefully located to achieve the minimum sight distances required by AS2890.1.
- 4. Development of the 2 proposed Ministerial sites in Pymble are expected to cause Beechworth Road to exceed it's environmental capacity. This may require consideration of a median in Beechworth Road opposite the site's access point, or widening of the road carriageway.
- 5. The suggestion to alter the intersection of Pacific Highway and Beechworth Road to provide a right turn bay and signal phase for right turn access into Beechworth Road could impact on the site in terms of possible road widening on Pacific Highway.

The impacts noted in 2, above, are difficult to quantify as the potential routes taken by motorists leaving the site are more than one, thus spreading the effects. As a result, it likely that the impacts would not be significant. Based on all of the traffic aspects above, no objection is raised on traffic grounds.

Council's Planning Department Comments

Site Suitability:

Subject to environmental issues elsewhere discussed the subject lands are considered to be well located for medium density development. The composite site does not have any associated interface issues with other residential zones. It comprises a block bounded by 2 streets, the Pacific Highway and North Shore Railway. The lands opposite on the Pacific Highway are zoned 2(d3) for multi-unit development.

Consideration of the rezoning proposal by Council staff does not highlight any matter which would fundamentally exclude the site from consideration for rezoning to permit multi-unit housing under a 2(d3) zoning. This zone is consistent with recent 2(d3) rezonings on the Pacific Highway under LEP 194.

Draft LEP Preparation:

For the application to proceed to the preparation of a Draft LEP Council will first need to resolve to prepare the Plan and seek the support of the Department of Planning. It is considered that this rezoning matter is one which can be considered by the Department under transitional arrangements as opposed to the comprehensive LEP process. The application was first lodged with Council in March 2005. In the process of preparing a Draft LEP Council will also need to consult with other statutory authorities under the provisions of Section 62 of the Environmental Planning & Assessment Act 1979.

Council cannot proceed to place the Draft LEP on public exhibition before the Section 62 process is complete. It is considered appropriate that Council should consider the Section 62 submissions before finalising the Draft Plan and resolving to place it on statutory public exhibition. It would not be incumbent on Council to exhibit the Draft Plan until the Section 62 process has been satisfactorily completed. Council can resolve whether to proceed to public exhibition after it has considered any matters arising under Section 62.

SUMMARY

The application proposes the rezoning of the properties at 1228-1274 Pacific Highway, Pymble/Turramurra and 1 Beechworth Road, Pymble to 2(d3).

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Council officers have considered the application. There are no major issues arising at this time to suggest rezoning might not appropriately be considered.

The one exception to this at this time is the heritage item at 1228 Pacific Highway, Pymble. It is considered that this site should be excluded from any proposed draft Local Environmental Plan.

On the information now available it is recommended that Council resolve to prepare a draft Local Environmental Plan for the rezoning 1234 – 1274 Pacific Highway, Pymble/Turramurra and 1 Beechworth Road, Pymble to 2(d3) for the purpose of consultation under Section 62 with statutory authorities. A report should be brought back to Council after Section 62 consultation for Council resolution to place the Draft Plan on statutory public exhibition.

RECOMMENDATION

- A. That the Department of Planning be advised of Council's decision to prepare a draft Local Environmental Plan in accordance with Section 54 of the Environmental Planning and Assessment Act 1979.
- B. That the Draft Local Environmental Plan provide for rezoning the lands at 1234-1274 Pacific Highway, Pymble/Turramurra and 1 Beechworth Road, Pymble to 2(d3).
- C. That upon receipt of Department of Planning support the draft Local Environmental Plan be prepared in consultation with statutory authorities under the provisions of Section 62 of the Environmental Planning and Assessment Act 1979.
- D. That a report be brought back to Council following the Section 62 consultation process for Council to consider the final format for the Draft Local Environmental Plan and to endorse its public exhibition, prior to submission to the Department of Planning, under Section 64 of the Environmental Planning and Assessment Act 1979.
- E. That the applicant and owners be notified of Council's decision.

Rod Starr Antony Fabbro Steven Head Senior Urban Planner Manager Director

Urban Planning Open Space and Planning

Attachments: Attachment A - Site Location Plan - 650654

Attachment B - Memorandum from Strategic Traffic Engineer - 540234 Attachment C - Rezoning Application by Chris Young Planning - 475116 Attachment D - Supplementary Geotechnical Assessment by Jeffery &

Katauskas Pty Ltd - 517137

Attachment E - Flora and Fauna Seven Part Test - 632083

Note: Attachments C, D and E are available to Councillors on CD and hard copy in the Councillors Room.

ATTACHMENT A Land subject to Rezoning Application





DATE: 11-08-2006



SUBJECT LAND



MEMORANDUM

TO: DIRECTOR TECHNICAL SERVICES

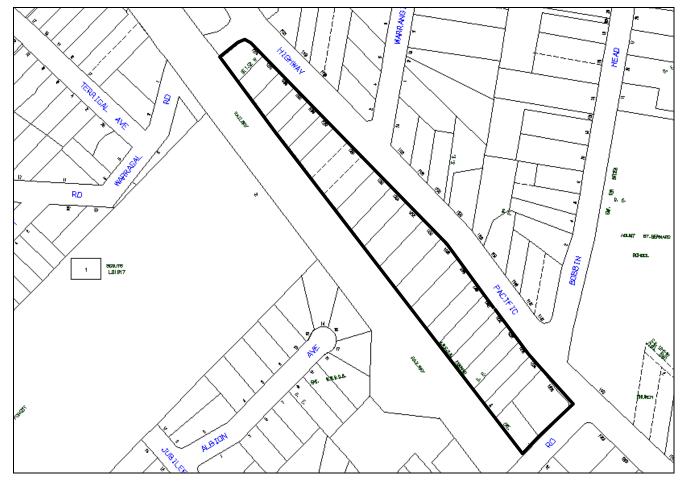
FROM: STRATEGIC TRAFFIC ENGINEER

SUBJECT: REZONING APPLICATION: 1228-1274 PACIFIC HIGHWAY

TURRAMURRA AND 1 BEECHWORTH ROAD, PYMBLE

I refer to the rezoning application for 1228-1274 Pacific Highway Turramurra and 1 Beechworth Road Pymble. The application seeks to alter the zoning from Residential 2(c2) to Residential 2(d3), which would permit medium density development.

The site has an area of about 22,339m². The northern end of the site is located about 700m from the entrance to Turramurra railway station and the southern end of the site is about 750m from Pymble railway station. There are currently 21 detached dwellings on the site, almost all of which have vehicular access to Pacific Highway. A location plan of the site is shown below.



A proposal to rezone the site to permit medium density development was assessed in June 2004. At an indicative floor space ratio of 1:1, the proposal was not considered to have significant impacts in terms of traffic generation and access points.

These comments examine traffic aspects of the potential rezoning of the site to permit medium density development at an indicative floor space ratio of 1.3:1, and with the revised access points as shown in the application. The potential traffic generation from the site was calculated using the rates in the Roads and Traffic Authority's Guide to Traffic Generating Developments for medium density dwellings. Access points were assessed using the provisions of DCP55.

Apartment Yield and Traffic Generation

Masson Wilson Twiney, as transport consultant for the applicant, divided the whole site into 5 indicative parcels for the purposes of calculating traffic generation and traffic impacts. It is not clear if the side boundaries of the new lots would align with existing lots. At the extremities of the site, vehicular access would be onto Beechworth Road and Warragal Road. The lots in the middle of the site would have direct vehicular access to Pacific Highway.

An effective floor space ratio of 1.3:1 was assumed, and the apartment split was considered to be 60% x 3 bedroom and 40% x 2 bedroom, with an average apartment size of 120m².

The table below shows potential lot sizes, resulting apartment yields and traffic generation. Lot 1 would be at the corner of Pacific Highway and Warragal Road, and Lot 5 would be at the corner of Pacific Highway and Beechworth Road.

Lot	Lot Area	Floor Area	Approx.	Peak Hour	Existing	Net Peak Hour
Parcel		(based on	Apartment Yield	Traffic	trips	Traffic
		1.3:1 effective	(based on	Generation	(vph)	Generation (vph)
		FSR)	60% x 3b/r)	(vph)		
'1'	$2,905 \text{ m}^2$	$3,777 \text{ m}^2$	19 x 3 bedroom	18	3	15
			12 x 2 bedroom	10	3	13
'2'	$4,113 \text{ m}^2$	$5,347 \text{ m}^2$	27 x 3 bedroom	27	4	23
			18 x 2 bedroom	21	4	23
'3'	$5,244 \text{ m}^2$	$6,817 \text{ m}^2$	34 x 3 bedroom	37	3	34
			23 x 2 bedroom	31	3	J4
'4'	$6,018 \text{ m}^2$	$7,823 \text{ m}^2$	39 x 3 bedroom	38	4	34
			26 x 2 bedroom	36	4	34
' 5'	4059 m^2	$5,277 \text{ m}^2$	26 x 3 bedroom	26	3	23
			18 x 2 bedroom	20	3	23
Total	$22,339 \text{ m}^2$	$29,041 \text{ m}^2$	145 x 3 bedroom	146	17	129
			97 x 2 bedroom			129

By comparison, the applicant's transport consultant estimated the net peak hour traffic generation to be 115 vehicle trips per hour. This, however, appears to be based on a floor space ratio of 1:1, and 2 bedroom apartments with average area of 89m².

Assuming that 70% of trips are away from the development during the morning peak, then an additional 16vph would be leaving the Beechworth Road access point and 7vph would be entering the

Beechworth Road access point. This is also not a significant traffic generation, and represents 1 vehicle leaving the driveway on average about every 4 minutes during the morning peak. Vehicles would be entering the Beechworth Road access point at the average rate of 1 every 10 minutes during the morning peak. The demand on the Warragal Road access point during the morning peak would be 13vph leaving the driveway and 5vph entering, which is also a very low rate.

The applicant's transport consultant modelled the effects of the proposal to the signalised intersection of Pacific Highway and Beechworth Road, and found that the intersection would operate at Level Of Service 'A' (good operation). The difference in traffic generation found in this report to that found by the applicant's consultant is not considered to further alter the Level Of Service significantly.

The left-in/left out nature of Warragal Road (at Pacific Highway) and the proposed access points on Pacific Highway would result in vehicles, with a destination south of the site, travelling north to Rohini Street or Turramurra Avenue and then other local roads to rejoin the Highway. Similarly, vehicles arriving at the site from the north on Pacific Highway will likely use local roads east of Pacific Highway to connect with Bobbin Head Road.

The southern end of Turramurra Avenue currently experiences 330-400 vehicles per hour (two-way) during peak periods, and the southern end of Rohini Street carries about 490 vehicles per hour (two-way) during peak periods. The Turramurra Town Centre Traffic Study identified that the intersection of Pacific Highway with Rohini Street was operating at Level of Service 'A' (good operation), despite significant delays on the Rohini Street leg. These traffic signals also create gaps in southbound Pacific Highway traffic which allow traffic to turn left out of Turramurra Avenue onto Pacific Highway, and right from Pacific Highway into Turramurra Avenue. Beechworth Road permits both left and right turn access onto Pacific Highway, while there is no right turn access from Pacific Highway to Beechworth Road. It is possible to travel from Beechworth Road to Bobbin Head Road, via the traffic signals at Pacific Highway.

It is estimated that there could be up to additional 60 vehicles per hour (1 vehicle per minute) using these routes east of the Highway during the morning peak (depending on the route taken). The impact on these roads in the evening peak is likely to be significantly less than 60 vehicles per hour. Vehicles from this site accessing Rohini Street via Pacific Highway are unlikely to affect the operation of that intersection significantly.

Parking Requirements and Access Points

The parking and access requirements for this scenario are detailed in the table below, and are based on the minimum parking requirements of LEP194 and DCP55:

Lot	Apartment Yield	Minimum Parking	Access Point
		Requirement	
Lot '1' – Corner	19 x 3 bedroom	50 resident spaces	(via Warragal Road)
Pacific Highway and	12 x 2 bedroom	13 visitor spaces	Category 1 (combined
Warragal Road.		63 spaces total	entry/exit, 3.7m-6m wide)
Lot '2'	27 x 3 bedroom	72 resident spaces	(via Pacific Highway)
	18 x 2 bedroom	18 visitor spaces	Category 2 (combined
		90 spaces total	entry/exit, 6m-9m wide)
Lot '3'	34 x 3 bedroom 23 x 2 bedroom	91 resident spaces 23 visitor spaces 114 spaces total	(via Pacific Highway) Category 3 (separate entry/exit, 6.0m wide entry, 4m-6m wide exit, 1m-3m separation)
Lot '4'	39 x 3 bedroom 26 x 2 bedroom	104 resident spaces 26 visitor spaces 130 spaces total	(via Pacific Highway) Category 3 (separate entry/exit, 6.0m wide entry, 4m-6m wide exit, 1m-3m separation)
Lot '5' – Corner	26 x 3 bedroom	70 resident spaces	(via Beechworth Road)
Pacific Highway and	18 x 2 bedroom	18 visitor spaces	Category 1 (combined
Beechworth Road.		88 spaces total	entry/exit, 3.7m-6m wide)

The access point locations suggested by the transport consultant take into account factors such as visibility and availability of side-street access. The plan showing indicative building platforms also indicates where site entrances could be located on Pacific Highway, Beechworth Road and Warragal Road. The location of the access points on Warragal Road and Beechworth Road are considered to be satisfactory, however the proposed locations of access points onto Pacific Highway may be impacted by available sight distances.

For example, it is considered that Site Entrances B and D (as shown on the Indicative Building Platform plan) have about 60 and 70m of sight distance, respectively. AS2890.1 requires that for a frontage road with 60km/h speed limit, there should be a minimum of 65m sight distance at the driveway. It is likely, though, that the 85% speeds in this section approach 70km/h given the downhill grade (particularly in the kerbside lane, as motorists try to bypass congestion in the adjoining lanes). As a result, the sight distance that would be required would be 85m. Nonetheless, there is scope to relocate the site entrances to improve sight distance.

The location and configuration of the site entrances on Pacific Highway would be subject to concurrence from the Roads and Traffic Authority.

AS 2890.1 requires that access driveways be located beyond the influence of normal queue lengths at signalised intersections. A brief inspection was undertaken in 2004 during the morning peak in Beechworth Road at Pacific Highway, and it was observed that the queue lengths in Beechworth Road rarely reached the westernmost end of the Beechworth Road frontage. The existing 'Left Turn on Red' assists in dissipating the left turn queues in Beechworth Road, and the signal phasing appears to be reasonably timed to reduce delays to Beechworth Road traffic. Given this, a median to restrict access to left in/left out (or other traffic control device) may not be required in Beechworth Road, however increased queue lengths in Beechworth Road resulting from nearby developments may require the further consideration of a median opposite the access driveway, or widening of the road carriageway.

Cumulative Impacts

In September 2002 an assessment of the traffic impacts of proposed Ministerial development sites in Ku-ring-gai was undertaken by Christopher Hallam & Associates, on behalf of Planning NSW. In particular, the assessment considered the cumulative impacts of the 2 Pymble sites: 4-12 Avon Road/1-5A Pymble Avenue, and 1-7 Avon Road/1 Arilla Road/4, 8 Beechworth Road. The assessment notes while the Level of Service of the intersection of Pacific Highway with Beechworth Road would remain satisfactory, the environmental capacity of Beechworth Road is expected to be exceeded during the morning peak hour, once the Ministerial sites are developed. The report suggests measures would be required in Beechworth Road to ameliorate the impacts. It recommends that a proposed new road through the 1-7 Avon Road/1 Arilla Road/4, 8 Beechworth Road site would improve the feasibility of altering the intersection of Pacific Highway and Beechworth Road, to provide a right turn bay and signal phase for right turn access into Beechworth Road. This could impact on the site if road widening is required.

However, the provision of a right turn bay into Beechworth Avenue is considered to be of limited benefit to this site, and would effectively improve access only to the access point in Beechworth Avenue.

Conclusions

The following conclusions are drawn:

- 1. The proposed rezoning is unlikely to have a significant additional impact on the operation of the intersection of Pacific Highway and Beechworth Road.
- 2. Local roads east of Pacific Highway near the site are likely to experience increases in traffic volumes particularly during the morning peak.
- 3. Access points on Pacific Highway would have to be carefully located to achieve the minimum sight distances required by AS2890.1.
- 4. Development of the 2 proposed Ministerial sites in Pymble are expected to cause Beechworth Road to exceed it's environmental capacity. This may require consideration of a median in Beechworth Road opposite the site's access point, or widening of the road carriageway.
- 5. The suggestion to alter the intersection of Pacific Highway and Beechworth Road to provide a right turn bay and signal phase for right turn access into Beechworth Road could impact on the site in terms of possible road widening on Pacific Highway.

The impacts noted in 2, above, are difficult to quantify as the potential routes taken by motorists leaving the site are more than one, thus spreading the effects. As a result, it likely that the impacts would not be significant. Based on all of the traffic aspects above, no objection is raised on traffic grounds.

Joseph Piccoli STRATEGIC TRAFFIC ENGINEER

Jeffery and Katauskas Pty Ltd

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Tel: 02-9809 7322 02-9807 0200 Fax: 02-9809 7626

27 July 2005 Ref: 18099VBlet

Ku-ring-gai Council 818 Pacific Highway GORDON NSW 2072

ATTENTION: Mr Greg Piconi

Dear Sirs

GEOTECHNICAL ASSESSMENT 1228 - 1274 PACIFIC HIGHWAY, PYMBLE, NSW

As requested by Mr Stephen Schinagel of Belbore Pty Ltd, attached is one bound copy of our report on a geotechnical assessment of the above site, plus a CD with an electronic copy of the report.

Should you require any further information regarding the above please do not hesitate to contact the undersigned.

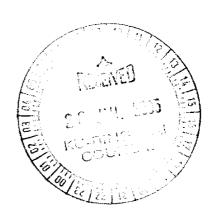
Yours faithfully
For and on behalf of
JEFFERY AND KATAUSKAS PTY LTD

Daniel Bliss

Senior Geotechnical Engineer

Encl: Bound copy of report Ref: 18099VBrpt

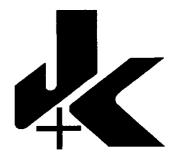
CD





ENVIRONMENTAL INVESTIGATION SERVICES, FOUNDATION AND SLOPE STABILITY INVESTIGATIONS, ENGINEERING GEOLOGY, PAVEMENT DESIGN, EXPERT WITNESS REPORTS, DRILLING SERVICES, EARTHWORKS COMPACTION CONTROL, MATERIALS TESTING, ASPHALTIC CONCRETE TESTING, QA AND QC TESTING, AUDITING AND CERTIFICATION. N.A.T.A. REGISTERED LABORATORIES





REPORT

TO

GALLWEY INVESTMENT TRUST

ON

GEOTECHNICAL ASSESSMENT

FOR

PROPOSED REZONING FOR RESIDENTIAL DEVELOPMENT

AT

1228 – 1274 PACIFIC HIGHWAY, PYMB LE, NSW BETWEEN BEECHWORTH AND WARRAGAL ROADS

27 July 2005 Ref: 18099VBrpt

Jeffery and Katauskas Pty Ltd CONSULTING GEOTECHNICAL AND ENVIRONMENTAL ENGINEERS

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REPORT

TO

GALLWEY INVESTMENT TRUST

ON

GEOTECHNICAL ASSESSMENT

FOR

PROPOSED REZONING FOR RESIDENTIAL DEVELOPMENT

AT

1228 – 1274 PACIFIC HIGHWAY, PYMBLE, NSW BETWEEN BEECHWORTH AND WARRAGAL ROADS

27 July 2005

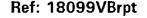










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REPORT EXPLANATION NOTES



1 INTRODUCTION

This report presents the results of a geotechnical assessment of slope stability risk and subsurface conditions for the proposed rezoning to allow future medium density residential development of 1228 – 1274 Pacific Highway, Pymble, NSW. The site comprises the above residential allotments between Beechworth and Warrigal Roads. The assessment was commissioned by Mr Stephen Schinagel of Belbore Pty Ltd, on behalf of Gallwey Investment Trust, and was carried out in accordance with our proposal, Ref: P18099V2, but with the addition of a second borehole as requested by Mr Greg Piconi of Ku-ring-gai Council.

An application has been made for rezoning of the site to allow future development of medium density residential development. The development is only at concept stage and, therefore, the actual details have not been determined. However, it is expected that the proposed buildings will comprise four to five above ground residential unit levels and one to two basement carpark levels. Due to the slope of the site away from Pacific Highway, the basement level will be excavated into the hillside with the deepest cuts required along the Pacific Highway side of the site to maximum depths of about 6m to 9m.

The scope of the assessment was to carry out a detailed inspection of the site and obtain geotechnical information on subsurface conditions at two borehole test locations in order to assess any slope stability issues of the site and the effect of the proposed development on slope stability. General guidelines on other relevant geotechnical issues associated with the development, such as excavation, foundations, and good hillside construction practices, are provided in this report.

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2 PREVIOUS REPORTS

Previous reports have been prepared for the site, as follows:

- Report by Conacher Travers Pty Ltd on Environmental Baseline Study for Kuring-gai Municipal Council Local Government Area, dated December 1999 (Document No. 9095). This report details the results of a desktop study for the entire Council area and part of the study involved the review of the Soil Landscape Maps for Sydney and comments on the different landscape units within the Council area and their potential for erosion and slip. The subject site falls within the Council area and the report indicates that part of the site falls within an area mapped as "West Pennant Hills" soil landscape where areas with slopes over 25% can have a high slip potential. However, the report is not specific to the subject site and does not contain a slope stability risk assessment.
- Report by Jeffery and Katauskas Pty Ltd dated 27 October 2003 (Ref: 18099Vlet). This report details the results of a preliminary geotechnical assessment based on a limited site inspection and review of available information including the above Environmental Baseline Study. The report concluded that the site is suitable for the proposed medium density development. This report was followed up by a letter dated 31 October 2003 (Ref: 18099Vlet2) to specifically response to a letter from Council dated 14 October 2003.
- Report by Douglas Partners Pty Ltd dated 16 June 2004 (Project: 37207). This
 report details the results of a review of geotechnical information on behalf of
 Ku-ring-gai Council and concludes "that there are no insurmountable
 geotechnical problems associated with rezoning of the site for medium density
 housing".

The above reports have been reviewed as part of this more detailed assessment.

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3 ASSESSMENT METHODOLOGY

This assessment comprised a detailed site inspection in accordance with the principles of AGS 2000 (Reference 1), supplemented by the drilling of two deep boreholes to determine the subsurface conditions, as detailed in the following sections. The scope of the assessment was agreed with the applicant for the rezoning of the site and with Ku-ring-gai Council prior to undertaking the work.

3.1 Detailed Site Inspection

A detailed inspection of the site was carried out by our Senior Geotechnical Engineer, Mr Daniel Bliss, on 15 July 2005. The inspection encompassed observation of the topographic, surface drainage and geological conditions of the site and its immediate environs. Specific inspection of the steeper portions of the site, being Nos. 1238 – 1252, and of No. 1258 were undertaken, with a less detailed inspection of the remaining flatter portions of the site undertaken from the footpaths adjoining the properties. Inspection of the cut batters within the railway corridor at the rear of the site was undertaken from the rear of the above properties and from the bridges over the railway on Beechworth and Warrigal Roads. A summary of our observations made during the inspection is presented in Section 4.1 below.

Figure 1 presents a survey plan showing the principal geotechnical features present within Nos 1242 – 1252. Figure 1 is based on the survey plan prepared by Rygate & Company Pty Ltd (Ref: 70002, dated 31/3/2003). A detailed survey of the remaining portions of the site is not available and, therefore, detailed geotechnical mapping could not be undertaken within those areas. A survey plan showing the allotment boundaries of the entire site was supplied, which had been prepared by Rygate & Company Pty Ltd (Ref: 69668, dated 25/9/2002) and this forms the base plan for Figure 2. Additional features shown on Figure 1 have been measured by hand held clinometer and tape measure techniques and hence are only approximate. Should any of the features be critical to the proposed development, we recommend

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they be located accurately using instrument survey techniques. Figure 3 presents indicative cross-sections through the site, showing landslide hazards, based on the survey data augmented by our mapping observations. Figure 4 defines the geotechnical mapping symbols used.

3.2 **Subsurface Investigation**

Boreholes (BHs) 1 and 2 were auger drilled using our track mounted JK250 rig to depths of 10.0m below the existing ground surface. BH1 was located within No. 1246 Pacific Highway, within the steeper portion of the site, and BH2 was located within No. 1258 Pacific Highway, above the adjoining railway cutting where a previous slip occurred. The borehole locations, as shown on Figures 1 and 2, were set out by taped measurements from existing surface features and inferred site boundaries. The approximate surface level of BH1 was estimated by interpretation between contours and spot levels shown on the supplied survey plan by Rygate & Company Pty Ltd (Ref: 70002, dated 31/3/2003). The datum of the levels is Australian Height Datum (AHD). The surface level of BH2 could not be estimated as the detailed survey did not extend to the location of BH2.

The strength of the subsurface soils were assessed from Standard Penetration Test (SPT) 'N' values, augmented by hand penetrometer readings on cohesive soil samples recovered in the SPT split tube sampler. The strength of the underlying shale was assessed by observation of the drilling resistance of a tungsten carbide (TC) bit attached to the augers, together with examination of the recovered rock chips and subsequent correlation with laboratory moisture content tests.

Our engineering geologist, Mr B Hart, set out the borehole locations, nominated the sampling and testing locations, and prepared logs of the strata encountered. The borehole logs, which include field test results and groundwater observations, are attached to this report together with a set of explanatory notes, which describe the

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investigation techniques and their limitations and define the logging terms and symbols used.

Selected rock chip samples were tested by Soil Test Services Pty Ltd (STS), a NATA registered laboratory, to determine moisture contents. The results of the laboratory testing are summarised in Table A.

4 RESULTS OF ASSESSMENT

4.1 **Summary of Observations**

The following observations were made during the site inspection. Specific observations are provided for Nos 1238 – 1252 Pacific Highway, with general observations from the remaining allotments. The street numbers for the properties are shown on Figure 1, but have been added to Figure 2 based on the inspection. It should be noted that there is no Nos. 1260, 1230 and 1232 and the exact number of the property at the north-western end of the site is not known as it was not indicated on site. It may be No. 1272 or 1274 as it is bounded by No. 1270 to the south-east and the property on the north-western side of Warrigal Road is No. 1276. For the purposes of the observations detailed below, we have assumed it to be No. 1272. These summary observations should be read in conjunction with the attached Figures 1 and 2.

General Observations

 The site is located within generally gently to moderately undulating topography, with some steep areas in part of the site. The Pacific Highway, which forms the north-eastern boundary runs along a poorly defined ridge with site slopes falling away from the highway at varying grades.

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 The site is bounded by the Pacific Highway to the north-east, Beechworth Road to the south-east, Warrigal Road to the north-west and the North Shore Railway Line to the south-west.

 The site comprises several residential allotments occupied by one to two storey houses.

No. 1238 Pacific Highway

- This property initially slopes away from the highway with an overall slope of about 17°, but the slope is partially terraced by overgrown gardens, formed by low height retaining walls of up to 0.6m high, and a winding concrete driveway.
- The site is occupied by a one storey brick house with the ground slope adjacent to the house of about 8°. The house appeared to be in good external condition.
- At the rear of the house the site sloped down towards the rear with an overall slope of about 30°, but with the slope formed by terraced gardens supported by low height koppers log retaining walls. The slope then flattens off to about 12° and continues to the rear boundary. This slope was heavily vegetated and contained many mature trees whose trunks appeared to be straight.
- The railway line at the rear of the property has been formed on an embankment with an estimated height of about 3m.

No. 1240 Pacific Highway

 A sandstone block retaining walls is located on front boundary with the highway and has a height of about 1.7m. The wall appeared to be in good condition. Below the wall the site then falls via terraced gardens formed by low height sandstone block retaining walls to a gently sloping grassed lawn in front of the house. A concrete driveway runs along south-eastern side of the site to Page 7



the front of the house, with the driveway having a slope of about 17° and is supported by sandstone block retaining walls.

- The house on the site comprises a two storey brick house, with the ground slope adjacent to the house of about 17°. Some cracking was observed within the external walls of the house up to about 7mm wide, but from the crack patterns it does not appear to be the result of slope movement.
- The rear of the site comprised a heavily vegetated slope of about 15° to 18° to the rear boundary and the adjacent railway on an embankment.

No. 1242 Pacific Highway

- This property initially slopes away from the highway by terraced gardens with an overall slope of about 25°. The terraces are formed by sandstone block walls and flatten off closer to the house. An elevated driveway is located on the north-western side of the site.
- The house on the site comprises a two storey brick house that steps down the ground slope of about 15°. The house appeared to be in good external condition.
- At the rear of the house was a flat paved area supported by a sandstone block retaining wall of 1.1m high, in good condition. At the base of the wall is an overgrown grassed slope of about 15° to a fence that crosses the site and then the slope continues at about 17° to the rear boundary and the adjacent railway embankment.

No. 1244 Pacific Highway

- A terraced slope formed by sandstone block retaining walls is located from the front boundary.
- The house on the site comprises a two storey rendered brick house formed on a slope of about 13°. The house generally appeared to be in good external condition with some cracking of less than 1mm wide.

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 At the rear of the house the site slopes down towards the rear with some batters as shown on Figure 1. The railway at the rear of the site could not be seen due to the vegetation on the slope.

No. 1246 Pacific Highway

- A concrete driveway runs off the front boundary on the north-western side of the site with a slope of about 17°. The remainder of the front portion of the site slopes away from the highway at about 17° to 18°, but is formed into terraced gardens by sandstone block retaining walls.
- The house is a two storey brick house with the adjacent ground slope of about 17° to 18°. The house appeared to be in good condition. At the rear of the house are a separate single storey garage and a metal carport.
- At the rear of the carport and the grassed area to the south-east of the garage were several sandstone block and brick retaining walls as shown on Figure 1. Two brick walls on the south-eastern side of the site were cracked and bowed at their tops, with cracks up to 10mm wide and horizontal displacement across the cracks. However the cracking was within the top sections of the walls and their bases appeared not to be damaged and the damage may be due to plant roots or inadequate drainage behind the walls and not slope movement. A slight lean (of about 5°) was observed in the brick wall above the pool on site, but the surrounding walls were in good condition.
- A swimming pool is located at the base of the walls below the carport and its south-western end is elevated above the ground slope. Some cracking and settlement of the paving around the pool was observed, but the pool itself appeared to be in good condition.
- The rear of the site slopes down towards the railway that is on an embankment of about 3m high. The slope was grassed and contained several mature trees whose trunks were straight.

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No. 1248 Pacific Highway

- The property is accessed via a concrete driveway off the highway with a slope of about 13°. Adjacent to the driveway was a terraced slope formed by sandstone rockery and koppers log retaining wall. The terraced slope initially had an overall slope of about 18° and then flattened off to about 5° above a brick retaining wall next to the driveway.
- The house on site comprised a two storey brick house, with a surrounding ground slope of about 9°. The house appeared to be in good external condition. A swimming pool was located at the rear of the house, with the south-western edge of the pool raised above the surrounding slope.
- To the rear of the pool were two sandstone block retaining walls above a
 grassed slope of about 1°. The site then slopes further towards the rear by
 terraced gardens formed by sandstone block and koppers log retaining walls
 and a grassed slope of about 18°. The railway embankment at the rear of the
 site is about 1m high.

No. 1250 Pacific Highway

- The front portion of the site has been formed into terraced gardens either side of a paved driveway and parking area.
- The house comprises a two storey brick house that appeared to be in good condition. An unsupported soil cut was present below the rear of the house with a height of about 1.6m.
- The rear portion of the site comprised terraced lawn areas formed by sandstone block retaining walls, as shown on Figure 1, and then a grassed slope to the rear boundary and adjacent railway.

No. 1252 Pacific Highway

• At the front of the property were two sandstone block retaining walls of 0.6m and 0.9m high above a flat grassed area in front of the house on the property.

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- The house comprises a two storey brick house in good condition.
- Access to the rear of the property was not possible at the time of the
 assessment due to dogs within the yard. However, inspection of the rear
 portion of the site from the adjoining property indicated that it comprises
 terraced lawns, similar to No. 1250, sloping down to the railway at the rear of
 the property.

Nos. 1254 - 1272/1274 Pacific Highway

- The residential allotments were occupied by one to two storey houses that generally appeared to be in good external condition.
- These properties generally slope down towards the rear boundaries, with No. 1254 sloping at about 5° to 10° to the south, Nos. 1258 1262 at about 0° to 2° to the south, Nos 1264 1266 at about 3° to 5° to the west and Nos. 1268 1272 at about 5° to 10° to the west, with the steeper slope adjacent to the highway.
- At the rear of these properties the railway has been formed with a cut, with the cut embankment running from about the boundary between No. 1254 and 1256 to the rear of No. 1270. From this point the ground surface slopes up again towards the north-west, with a further cutting present at the rear of No. 1272 and under the bridge on Warrigal Road. Inspection of the cutting was limited to the rear of No. 1258 and from the bridge over Warrigal Road.
- The cut has a maximum estimated height at the rear of No. 1258 of about 6m to 8m and an estimated slope of about 50° to 60°. The cut had been covered with shotcrete so inspection of the materials within the cut could not be made. A dip was present within the shotcrete surface at the rear of No. 1262, which may represent the location of the former slip of the cutting surface. It is understood that a slip occurred previously within the cutting and the cutting was then covered with shotcrete.

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No. 1 Beechworth Road and Nos. 1228 - 1236 Pacific Highway

- These residential allotments are also occupied by one to two storey houses that generally appeared to be in good external condition.
- No. 1 Beechworth and No. 1228 Pacific Highway slope down towards the west at about 0° to 5°. Beechworth Road slopes down towards the south-west at about 4°. Nos. 1234 and 1236 generally slope down towards the west at about 5° to 15° and also fall from their highway boundary via retaining walls and terraced gardens similar to the allotments to the north-west.
- Another steep railway cutting was present at the rear of No. 1 Beechworth Road and No. 1234 Pacific Highway. The batter had an estimated height of about 6m to 8m and sloped at about 50°, with near vertical cuts in shale for the lowest approximately 2m of the cut. No instability was observed within the unprotected cut, but some trees on the slope were observed leaning out of the slope.

4.2 **Subsurface Conditions**

The boreholes encountered concrete slab (BH1) and fill to depths of 0.5m and 0.1m covering residual silty clays. The residual silty clays were assessed to be of medium to high plasticity and very stiff to hard strength. Shale was encountered at depths of 2.1m in BH1 and 6.0m in BH2. In BH1, the shale was initially extremely weathered and of extremely low strength, becoming low strength below a depth of 4m and low to medium strength below a depth of 6m. In BH2, the shale was initially extremely weathered and of extremely low strength and did not improve significantly with depth, only becoming of very low strength below a depth of 9m.

In summary, the boreholes encountered a residual profile of silty clays grading into weathered shale and no colluvium (previous slide debris) was observed within the boreholes.

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No groundwater was encountered during drilling, on completion or at 3 hours following completion of BH1.

Reference should be made to the borehole logs for detailed descriptions of the conditions encountered within the boreholes.

5 GEOTECHNICAL SLOPE STABILITY ASSESSMENT

Appendix A defines the terminology adopted for the risk assessment together with a flow chart illustrating the Risk Management Process based on the guidelines given in AGS 2000 (Reference 1). This risk classification system has been developed by the Australian Geomechanics Society and is recognised by most practitioners and regulators as the current accepted standard for such slope stability risk assessments. AGS 2000 has been adopted by other local councils, e.g. Pittwater Council, for the use in all sites potentially affected by landslide hazards.

In summary, the site is located generally on a hillside that slopes down towards the south-west and the rear boundary with the North Shore Railway Line. Site slopes are generally less than about 12°, apart from the central portion of the site comprising Nos. 1238 – 1252 Pacific Highway, with slopes generally up to about 20°. However, adjoining the site were some steep cuttings adjacent to the railway at slopes of about 50° to 60°. The results of the boreholes indicate that the subsurface conditions comprise residual silty clays of very stiff to hard strength grading into weathered shale at varying depths. Our inspection indicated no evidence of any recent mass soil and/or rock slope instability or downhill soil creep. It is understood that instability of the steep railway cutting occurred some time ago within the adjoining railway corridor.



5.1 Potential Landslide Hazards

Based on our inspection, we have identified the following three potential landslide hazards for any proposed medium density development on the site; these potential hazards are indicated in schematic form on the attached Figure 3:

- A. Instability of basement retaining walls supporting the excavations on the north-eastern side of the site (i.e. on the north-eastern or Pacific Highway side of the site).
- B. Instability of the hillside slope downslope of the proposed development within steeper portions of the site (i.e. on the south-western side of the site).
- C. Instability of the adjoining railway cuttings.

As detailed in Section 5.2 the risk to property for all these potential hazards has been assessed as "Very Low to Low" or "Low".

5.2 Risk Analysis

Table 1 summarises our qualitative assessment of landslide hazards and of the consequences should the landslide hazard occur. Based on this, the qualitative risk to property has been determined. The terminology adopted for this qualitative assessment is in accordance with the Table A1 given in Appendix A.

It should be noted that any risk assessment cannot state that there is "No Risk" of slope instability due to the many complex factors that can affect a site, the subjective nature of a risk analysis, and the imprecise nature of the science of geotechnical engineering. Therefore, the AGS 2000 classification system ranges from "Very Low" to "Very High", as defined in Appendix A, with even flat sites being classified as "Very Low Risk". Where a significant risk of slope instability is present, measures should be implemented to reduce the risk to at least that which

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could be reasonably anticipated by the community in everyday life and landowners should be made aware of reasonable and practical measures available to reduce risk as far as possible.

Table 1 indicates that the assessed risk to property for the proposed development is "Very Low to Low" or "Low" which would be considered acceptable in accordance with the criteria given in Reference 1.

If a similar risk assessment was undertaken for the existing developments on site, the landslide hazard of instability of the hillside slope beneath the existing houses would need to be considered and for that hazard the risk would probably be "Low to Moderate" or "Moderate". This is likely to be acceptable, or at worst tolerable, for existing developments. The proposed medium density development reduces the risk as the proposed development would comprise a fully engineer designed structure founded within the shale bedrock.

5.3 Risk Assessment

In preparing our risk assessment we have assumed that all new retaining walls will be fully designed by suitability qualified structural engineers and that the vegetation on the slopes on the south-western end of the site will be predominantly retained, in particular the mature trees. We have also assumed that no activities on surrounding land which may affect the risk on the subject site would be carried out.

We consider that our risk analysis has shown that the site is suitable for the proposed development provided that the recommendations given in Section 6.2 below are adopted. These recommendations form an integral part of the Landslide Risk Management Process.

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6 COMMENTS AND RECOMMENDATIONS

6.1 Comments on Environmental Baseline Study

Comments on the Environmental Baseline Study by Conacher Travers Pty Ltd (Document No. 9095, dated December 1999) were provided in our letter dated 27 October 2003 (Ref: 18099Vlet), but have been repeated herein where they relate to the geotechnical slope stability risk assessment. The Environmental Baseline Study indicates that part of the site falls within the "West Pennant Hills" soil landscape, where areas with slopes over 14° (25%) can have a high slip potential and erosion hazard. The report states that such landscapes are 'generally not capable of urban development'. Our review of the soil landscapes maps indicated that only limited steeper portions of the subject site nearest to the rail corridor fall within the "West Pennant Hills" soil landscape.

The Environmental Baseline Study was carried out for the entire Ku-ring-gai Municipal Council Local Government Area and is not site specific to the subject site. It provides general guidance on the soil landscapes within the Council area, but each individual site needs to be geotechnically assessed based on the site specific conditions.

Our site specific geotechnical assessment indicates that the subject site is suitable for the proposed development even though a small part of the site is within the "West Pennant Hills" soil landscape unit. The area of the site that is within the "West Pennant Hills" soil landscape unit is at the rear of the site adjacent to the rail corridor.

6.2 Previous Instability of Railway Cutting

It is understood that instability was experienced in the railway cutting at the rear of the site about 10 years ago and the batter was covered with shotcrete as part of the

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clean up. From our observations, the previous slip appears to have comprised surface slumping of the cut batter. The railway cuts are formed at steep batters of about 50° to 60° and from the results of Borehole 2 would be formed within the residual very stiff to hard silty clays.

The instability within the cut batter is considered to be the result of their steepness as the batters are at much steeper angles than would be recommended for such soils. This instability does not reflect the regional slope stability of the natural hillside slopes and has no relationship with the slope stability within the subject site or with the area of the site mapped as being within the "West Pennant Hills" soil landscape unit. Although the steep railway cuttings have been identified as hazard within this slope stability risk assessment (Hazard C), the resulting risk is "Low" since the proposed development will be offset from the railway cuttings and the proposed basement levels and footings are likely to be located at a similar level or below the base of the railway cutting.

6.3 Future Development

We consider that the proposed development may proceed provided the following specific recommendations are adopted to control the risk of instability. The Guidelines for Hillside Construction given in Appendix B should also be adopted.

• Further detailed geotechnical investigations, including subsurface exploration, must be completed in conjunction with detailed design of the proposed development. These investigations should involve deep cored boreholes into the shale, in-situ penetration testing, groundwater measurements and laboratory testing of soil and rock samples. All field investigations should be carried out in the full time presence of a geotechnical engineer. Such investigations would need to be completed following at least partial demolition to allow access for

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truck mounted drilling rigs and in conjunction with detailed design and issue of the Construction Certificate.

- The proposed developments should be based essentially in cut rather than fill
 and any filling should be limited as much as possible. All earthworks should be
 carefully planned so that they do not increase the risk of slope instability.
- All cuts for the basements should be supported by engineered retaining walls or else formed at suitable long term batters. The retaining walls should be provided with drainage to prevent the build up of hydrostatic pressures.
- Extensive removal of mature trees on the site should be avoided, but landscaping of undeveloped areas of the site can be carried out provided any surface vegetation that is removed is replaced or the areas covered to reduce erosion. Appropriate soil erosion control measures (such as hay bales, silt fences, etc.) should be implemented during construction.
- All footings for buildings and retaining walls should be founded below the fill and overburden soils and within the shale bedrock.
- All stormwater runoff from roofs and other hard surfaces should be collected
 and disposed in a controlled manner in the piped stormwater system. Similarly,
 all effluent disposal should be connected to the mains sewer. Absorption
 trenches for disposal should be avoided. It will be particularly important to
 direct drainage away from any fill batters or from the back of retaining walls.

7 CONCLUSIONS

The results of the subsurface investigation as detailed within this report indicate that the site is underlain by a subsurface profile of residual silty clays grading into weathered shale, with no colluvium (previous slide debris) observed within the boreholes. The detailed inspection of the site indicated no evidence of slope instability within the boundaries of the site. Instability of the steep railway cutting within the adjoining railway corridor occurred previously, but this is considered to be a result of the steepness of the cutting and does not reflect the stability of the

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slopes within the subject site. The geotechnical slope stability risk assessment concludes that the risk to property for the proposed medium density development is "Very Low to Low" or "Low", which is considered acceptable in accordance with the criteria given in the current accepted standard AGS 2000 (Reference 1). "Very Low" is the lowest risk classification within AGS 2000 and a classification of "No Risk" cannot be achieved for any risk assessment.

Overall, it is our opinion, that the proposed medium density development is suitable for the subject site and does not adversely affect the slope stability of the site. In effect, the proposed development, with the basement walls retaining the excavated soils, the proposed building founded within the shale, the offset of the buildings from the rear boundary and the maintaining of established vegetation, reduces the risk level of slope instability from the current greater risk level of the existing houses, supported on shallow footings on the sloping properties.

The results of this detailed geotechnical assessment of slope stability risk and subsurface conditions confirm the conclusions of the two previous geotechnical assessments prepared by Jeffery and Katauskas Pty Ltd (Ref: 18099Vlet) and Douglas Partners Pty Ltd (Project: 37207) that there is no geotechnical impediment to the construction of the proposed medium density development. The development can proceed provided good geotechnical engineering practices, including detailed investigations and inspections during construction, are followed similar to any significant development constructed on many sloping sites within the metropolitan area.

8 GENERAL NOTES

The geotechnical slope stability risk assessment detailed within this report concentrates on the risk to property only. At this stage we are unable to carry out a risk assessment for the risk to life as too many assumptions would need to be made

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about the layout of the proposed development, occupancy rates, time people would be walking around the site, etc. and the resulting risk calculation would be very approximate.

It is possible that the subsurface soil, rock or groundwater conditions encountered during construction may be found to be different (or may be interpreted to be different) from those inferred from our surface observations and away from our limited boreholes. Also, we have not had the opportunity to observe surface run-off patterns during heavy rainfall and cannot comment directly on this aspect. If conditions appear to be at variance or cause concern for any reason, then we recommend that you immediately contact this office. Detailed subsurface investigations will be required as part of the detailed design phase of the project.

This report provides advice on geotechnical aspects for the proposed civil and structural design. As part of the documentation stage of this project, Contract Documents and Specifications may be prepared based on our report. However, there may be design features we are not aware of or have not commented on for a variety of reasons. The designers should satisfy themselves that all the necessary advice has been obtained. If required, we could be commissioned to review the geotechnical aspects of contract documents to confirm the intent of our recommendations has been correctly implemented.

The offsite disposal of soil may require classification in accordance with the EPA guidelines as inert, solid, industrial or hazardous waste. We can complete the necessary classification and testing if you wish to commission us. As testing requires about seven days to complete, allowance should be made for such testing in the construction program unless testing is completed prior to construction. If contamination is found to be present then substantial further testing and delays should be expected.

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If there is any change in the proposed development described in this report then all recommendations should be reviewed.

This report has been prepared for the particular project described and no responsibility is accepted for the use of any part of this report in any other context or for any other purpose. Copyright in this report is the property of Jeffery and Katauskas Pty Ltd. We have used a degree of care, skill and diligence normally exercised by consulting engineers in similar circumstances and locality. No other warranty expressed or implied is made or intended. Subject to payment of all fees due for the investigation, the client alone shall have a licence to use this report. The report shall not be reproduced except in full.

Should you have any queries regarding this report, please do not hesitate to contact the undersigned.

For and on behalf of JEFFERY AND KATAUSKAS PTY LTD.

Daniel Bliss

Senior Geotechnical Engineer

QA Review by:

Fernando Vega Senior Associate

Reference 1: Australian Geomechanics Society (2000) "Landslide Risk Management

Concepts and Guidelines", Australian Geomechanics, Vol 35, No 1,

March 2000, pp49-92.



TABLE 1 SUMMARY OF RISK ASSESSMENT TO PROPERTY (for Proposed Development)

Landslide Hazard	Assessed Likelihood	Assessed Consequences	Risk	Comments
A. Instability of basement retaining walls	Rare	Major	Low	New retaining Walls to be properly engineered
B. Instability of Hillside slope Downslope of Proposed Development	Unlikely	Minor	Very Low to Low	No large scale clearing of vegetation (i.e. removal of mature trees) to be undertaken
C. Instability of Adjoining Railway Cuttings	Possible	Minor	Low	Initial instability would comprise surface slumping allowing rectification measures to be implemented

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Ref No: 18099VB Table A: Page 1 of 1

TABLE A SUMMARY OF MOISTURE CONTENT TEST RESULTS

AS 1289	TEST METHOD	2.1.1	
BOREHOLE NUMBER	DEPTH	MOISTURE CONTENT	
	m	%	
1	4.00-4.30	8.2	
1	5.50-6.00	8.3	
1	7.00-7.50	7.3	
1	7.50-8.00	5.5	
1	8.50-9.00	4.9	
1	9.50-10.00	4.7	
2	7.00-7.50	10.2	
2	8.50-9.00	13.1	
2	9.50-10.00	10.6	



Borehole No.

1/2

BOREHOLE LOG

Client: **GALLWEY INVESTMENT TRUST**

Project: PROPOSED RESIDENTIAL DEVELOPMENT

Location: 1228-1274 PACIFIC HIGHWAY, PYMBLE, NSW

ł	No. 1 : 14-	8099VB 7-05	Method: SPIRAL AUGER JK250				R.L. Surface: ≈ 166.2m Datum: AHD			
	Logged/Checked by: B.H./									
Groundwater Record	ES USO DB SAMPLES	DS_L Field Tests	Depth (m)	Graphic Log	Unified Classification	DESCRIPTION	Moisture Condition/ Weathering	Strength/ Rel. Density	Hand Penetrometer Readings (kPa.)	Remarks
DRY ON COMPLET ION AND AFTER 3HRS		N = 5 2,3,2	0 1 -		- CL-CH	CONCRETE: 70mm.t FILL: Silty clay, medium to high plasticity, brown, with brick and concrete fragments and a trace of roots (to 2mm). SILTY CLAY: medium to high plasticity, orange brown mottled red brown and brown grey, with a trace of medium grained angular ironstone gravel and roots to 2mm.	MC>PL MC∞PL	VSt	290 260 350	
		N = 26 8,10,16	2 -			as above, but light grey mottled orange brown and red brown, without roots.		Н	>600	-
		N > 15 11,15/ 70mm REFUSAL	3-		-	SHALE: light grey banded red brown and orange brown, with ironstone gravel bands.	XW	EL-VL		VERY LOW 'TC' BIT RESISTANCE
			4			SHALE: dark grey, with iron indurated bands and occasional clay seams. SHALE: dark grey, with occasional iron	DW	L-M		LOW RESISTANCE MODERATE RESISTANCE WITH LOW BANDS MODERATE
			7_			indurated bands.				RESISTANCE



BOREHOLE LOG

Borehole No.

2/2

Client: GALLWEY INVESTMENT TRUST

Project: PROPOSED RESIDENTIAL DEVELOPMENT

Location: 1228-1274 PACIFIC HIGHWAY, PYMBLE, NSW

R.L. Surface: ≈ 166.2m **Job No.** 18099VB Method: SPIRAL AUGER

JK250 Date: 14-7-05 Datum: AHD

Date: 14-7-05	JN25U	Datum: AHD						
Logged/Checked by: B.H./#								
Groundwater Record ES U50 DB DS Field Tests	Depth (m) Graphic Log Unified Classification ZOSS	Moisture Condition/ Weathering Yearhering Hand Penetrometer Readings (kPa.) Readings (kPa.)						
	SHALE: dark grey, with occasional iron indurated bands. 8 END OF BOREHOLE AT 10.0m 11 12 13	M						



BOREHOLE LOG

Borehole No.

2

1/2

Client:

GALLWEY INVESTMENT TRUST

Project:

PROPOSED RESIDENTIAL DEVELOPMENT

Location:

1228-1274 PACIFIC HIGHWAY, PYMBLE, NSW

Job No. 18099VB

Method: SPIRAL AUGER

R.L. Surface:

N/A

Data: 14.7.05

JK250

Datum:

Date	: 14-7	-05				JR250		D	atum:	
	Logged/Checked by: B.H./									
Groundwater Record	ES U50 DB DS SAMPLES	Field Tests	Depth (m)	Graphic Log	Unified Classification	DESCRIPTION	Moisture Condition/ Weathering	Strength/ Rel. Density	Hand Penetrometer Readings (kPa.)	Remarks
DRY ON COMPLE ION		N = 10 1,4,6	0		СН	FiLL/TOPSOIL: Silty sand, fine to medium grained, brown, with roots (to 5mm) and rootlets. SILTY CLAY: high plasticity, red brown mottled brown, with fine to coarse grained sub angular to angular ironstone gravel.		Н	430 500 440	GRASS COVER
		N = 38 8,15,23	2 -			SILTY CLAY: high plasticity, light grey mottled red brown and orange brown, with fine to coarse grained sub angular to angular ironstone gravel.	MC≈PL		>600 >600 580	
		N = 36 2,11,25	3 -				MC <pl< td=""><td></td><td>>600 >600 >600</td><td></td></pl<>		>600 >600 >600	
		N > 29 7,24,5/ 30mm	4						>600 >600 >600	
		N > 16 6,16/ \ 110mm REFUSAL	6 6		-	SHALE: light grey with iron indurated bands and clay bands.	xw	ĒL		VERY LOW 'TC' BIT RESISTANCE

BOREHOLE LOG



Borehole No.

2/2

Client:

GALLWEY INVESTMENT TRUST

Project:

PROPOSED RESIDENTIAL DEVELOPMENT

Location:

1228-1274 PACIFIC HIGHWAY, PYMBLE, NSW

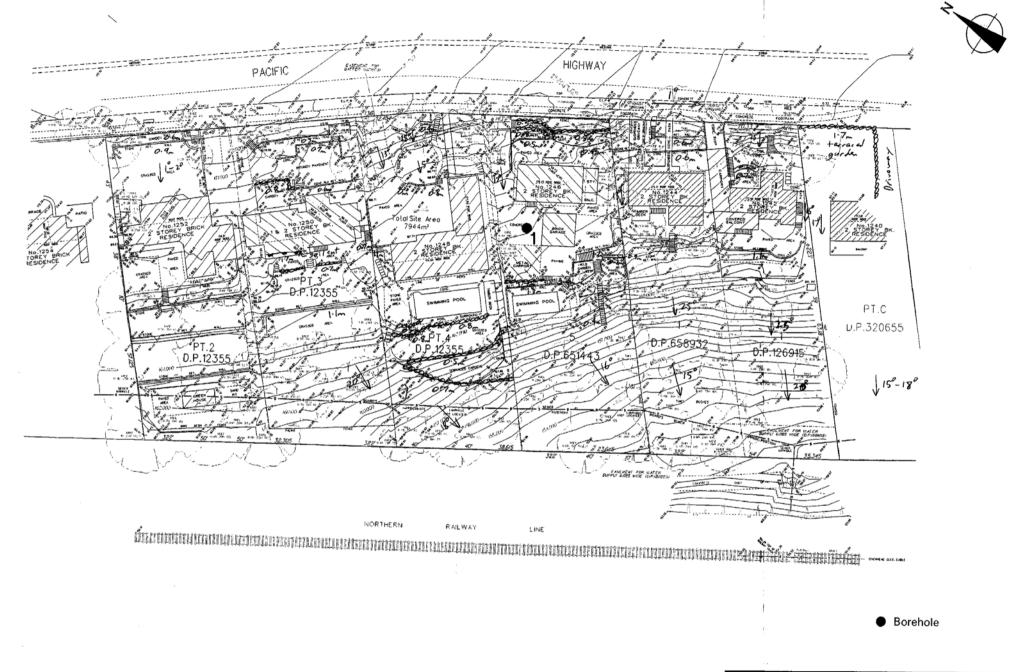
Job No. 18099VB

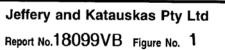
Method: SPIRAL AUGER

R.L. Surface:

N/A

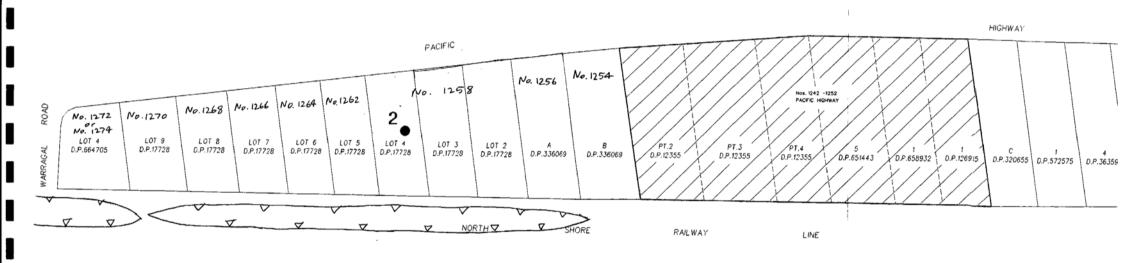
Job No. 18099VI Date: 14-7-05) INIC	JK250	Datum:							
Dute. 177 00	Logged/Checked by: B.H./									
Groundwater Record ES DS SAMPLES DS Field Tests	Depth (m) Graphic Log Unified	Classification DESCRIPTION	Moisture Condition/ Condition/ Weathering The Strength/ Stell Density Hand Penetrometer Readings (kPa.)	Remarks						
	8	SHALE: light grey with iron indurated band and clay bands. as above, but grey. END OF BOREHOLE AT 10.0m	NW-DW EL-VL							
	14									





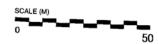






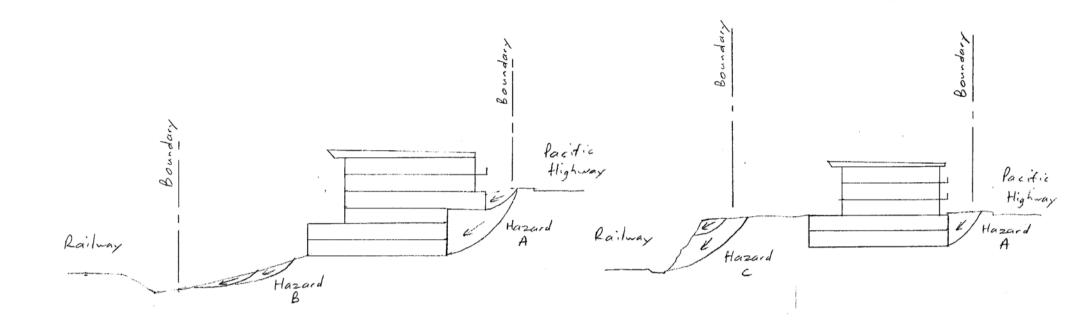
Borehole

BOREHOLE LOCATION PLAN



Jeffery and Katauskas Pty Ltd

Report No. 18099VB Figure No. 2



Indicative Section Through Steeper Portion of Site (Nos. 1238 – 1252 Pacific Highway)

Indicative Section Through Railway Cutting (Nos. 1 Beechworth Road, 1234 Pacific Highway and 1258 – 1268 Pacific Highway)

INDICATIVE SKETCH SECTIONS SHOWING LANDSLIDE HAZARDS

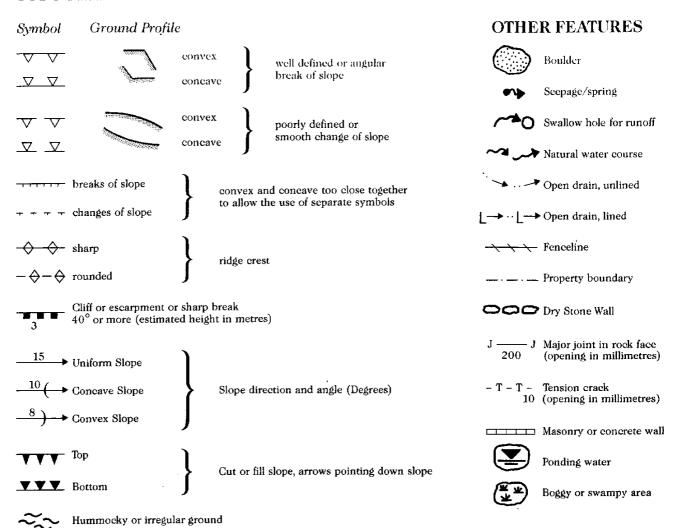
(Note: Proposed Development shown for illustration purposes only)

Jeffery and Katauskas Pty Ltd

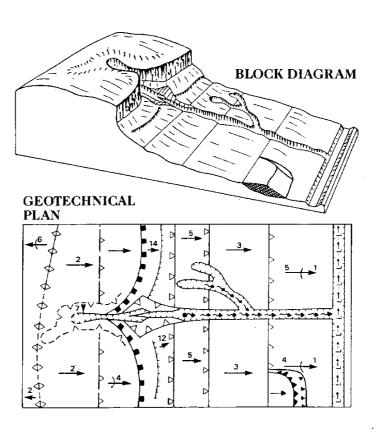
Report No. 18099VB Figure No. 3



TOPOGRAPHY



EXAMPLE OF USE OF TOPOGRAPHIC SYMBOLS:





APPENDIX A

LANDSLIDE RISK MANAGEMENT TERMINOLOGY

Ref: Landslide Risk Management Appendix A



Page A1

APPENDIX A

LANDSLIDE RISK MANAGEMENT

DEFINITION OF TERMS

- **Risk** A measure of the probability and severity of an adverse effect to health, property or the environment.
 - Risk is often estimated by the product of probability x consequences. However, a more general interpretation of risk involves a comparison of the probability and consequences in a non-product form.
- Hazard A condition with the potential for causing an undesirable consequence (the landslide). The description of landslide hazard should include the location, volume (or area), classification and velocity of the potential landslides and any resultant detached material, and the likelihood of their occurrence within a given period of time.
- Elements at Risk Meaning the population, buildings and engineering works, economic activities, public services utilities, infrastructure and environmental features in the area potentially affected by landslides.
- Probability The likelihood of a specific outcome, measured by the ratio of specific outcomes to the total number of possible outcomes. Probability is expressed as a number between 0 and 1, with 0 indicating an impossible outcome, and 1 indicating that an outcome is certain.
- Frequency A measure of likelihood expressed as the number of occurrences of an event in a given time. See also Likelihood and Probability.
- **Likelihood** used as a qualitative description of probability or frequency.
- **Temporal Probability** The probability that the element at risk is in the area affected by the landsliding, at the time of the landslide.
- Vulnerability The degree of loss to a given element or set of elements within the area affected by the landslide hazard. It is expressed on a scale of 0 (no loss) to 1 (total loss). For property, the loss will be the value of the damage relative to the value of the property; for persons, it will be the probability that a particular life (the element at risk) will be lost, given the person(s) is affected by the landslide.
- **Consequence** The outcomes or potential outcomes arising from the occurrence of a landslide expressed qualitatively or quantitatively, in terms of loss, disadvantage or gain, damage, injury or loss of life.
- Risk Analysis The use of available information to estimate the risk to individuals or populations, property, or the environment, from hazards. Risk analyses generally contain the following steps: scope definition, hazard identification, and risk estimation.

This appendix is an extract from LANDSLIDE RISK MANAGEMENT CONCEPTS AND GUIDELINES as presented in Australian Geomechanics, Vol. 35, No.1, 2000 which discusses the matter more fully.



Page A2

- **Risk Estimation** The process used to produce a measure of the level of health, property, or environmental risks being analysed. Risk estimation contains the following steps: frequency analysis, consequence analysis, and their integration.
- **Risk Evaluation** The stage at which values and judgements enter the decision process, explicitly or implicitly, by including consideration of the importance of the estimated risks and the associated social, environmental, and economic consequences, in order to identify a range of alternatives for managing the risks.
- Risk Assessment The process of risk analysis and risk evaluation.
- Risk Control or Risk Treatment The process of decision making for managing risk, and the implementation, or enforcement of risk mitigation measures and the re-evaluation of its effectiveness from time to time, using the results of risk assessment as one input.
- Risk Management The complete process of risk assessment and risk control (or risk treatment).
- Individual Risk The risk of fatality or injury to any identifiable (named) individual who lives within the zone impacted by the landslide; or who follows a particular pattern of life that might subject him or her to the consequences of the landslide.
- Societal Risk The risk of multiple fatalities or injuries in society as a whole: one where society would have to carry the burden of a landslide causing a number of deaths, injuries, financial, environmental, and other losses.
- Acceptable Risk A risk for which, for the purposes of life or work, we are prepared to accept as it is with no regard to its management. Society does not generally consider expenditure in further reducing such risks justifiable.
- **Tolerable Risk** A risk that society is willing to live with so as to secure certain net benefits in the confidence that it is being properly controlled, kept under review and further reduced as and when possible.
 - In some situations risk may be tolerated because the individuals at risk cannot afford to reduce risk even though they recognise it is not properly controlled.
- Landslide Intensity A set of spatially distributed parameters related to the destructive power of a landslide. The parameters may be described quantitatively or qualitatively and may include maximum movement velocity, total displacement, differential displacement, depth of the moving mass, peak discharge per unit width, kinetic energy per unit area.
- Note: Reference should also be made to Figure A1 which shows the inter-relationship of many of these terms and the relevant portion of Landslide Risk Management.
- Reference should also be made to the paper referenced below for Landslide Terminology and more detailed discussion of the above terminology.



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TABLE A1: LANDSLIDE RISK ASSESSMENT QUALITATIVE TERMINOLOGY FOR USE IN ASSESSING RISK TO PROPERTY

Qualitative Measures of Likelihood

Level	Descriptor	Description	Indicative Annual Probability
Α	ALMOST CERTAIN	The event is expected to occur.	>≈10 ⁻¹
В	LIKELY	The event will probably occur under adverse conditions.	≈10 ⁻²
C	POSSIBLE	The event could occur under adverse conditions.	≈10 ⁻³
D	UNLIKELY	The event might occur under very adverse circumstances.	≈10⁻⁴
E	RARE	The event is conceivable but only under exceptional circumstances.	≈10 ⁻⁵
F	NOT CREDIBLE	The event is inconceivable or fanciful,	< 10 ⁻⁶

Note: "">" means that the indicative value may vary by say ±1/2 order of magnitude, or more.

Qualitative Measures of Consequences to Property

Level	Descriptor	Description
1	CATASTROPHIC	Structure completely destroyed or large scale damage requiring major engineering works for stabilisation.
2	MAJOR	Extensive damage to most of structure, or extending beyond site boundaries requiring significant stabilisation works.
3	MEDIUM	Moderate damage to some of structure, or significant part of site requiring large stabilisation works.
4	MINOR	Limited damage to part of structure, or part of site requiring some reinstatement/stabilisation works.
5	INSIGNIFICANT	Little damage.

Note: The "Description" may be edited to suit a particular case.

Qualitative Risk Analysis Matrix - Level of Risk to Property

LIKELIHOOD	CONSEQUENCES to PROPERTY								
LIKELIHOOD	1: CATASTROPHIC	2: MAJOR	3: MEDIUM	4: MINOR	5: INSIGNIFICANT				
A - ALMOST CERTAIN	VH	VH	Н	Н	M				
B - LIKELY	VH	Н	Н	М	L-M				
C - POSSIBLE	Н	Н	М	L-M	VL-L				
D - UNLIKELY	M-H	M	L-M	VL-L	VL				
E – RARE	M-L	L-M	VL-L	VL	VL				
F - NOT CREDIBLE	VL	VL	VL	VL	VL				

Risk Level Implications

	Risk Level	Example Implications ₍₁₎
VH	VERY HIGH RISK	Extensive detailed investigation and research, planning and implementation of treatment options essential to reduce risk to acceptable levels; may be too expensive and not practical.
Н	HIGH RISK	Detailed investigation, planning and implementation of treatment options required to reduce risk to acceptable levels.
M	MODERATE RISK	Tolerable provided treatment plan is implemented to maintain or reduce risks. May be accepted. May require investigation and planning of treatment options.
L	LOW RISK	Usually accepted. Treatment requirements and responsibility to be defined to maintain or reduce risk.
VL	VERY LOW RISK	Acceptable. Manage by normal slope maintenance procedures.

Note: (1) The implications for a particular situation are to be determined by all parties to the risk assessment; these are only given as a general guide.

(2) Judicious use of dual descriptors for Likelihood, Consequence and Risk to reflect the uncertainty of the estimate may be appropriate in some cases.

These tables are an extract from LANDSLIDE RISK MANAGEMENT CONCEPTS AND GUIDELINES as presented in *Australian Geomechanics*, Vol. 35, No. 1, 2000 which discusses the matter more fully.

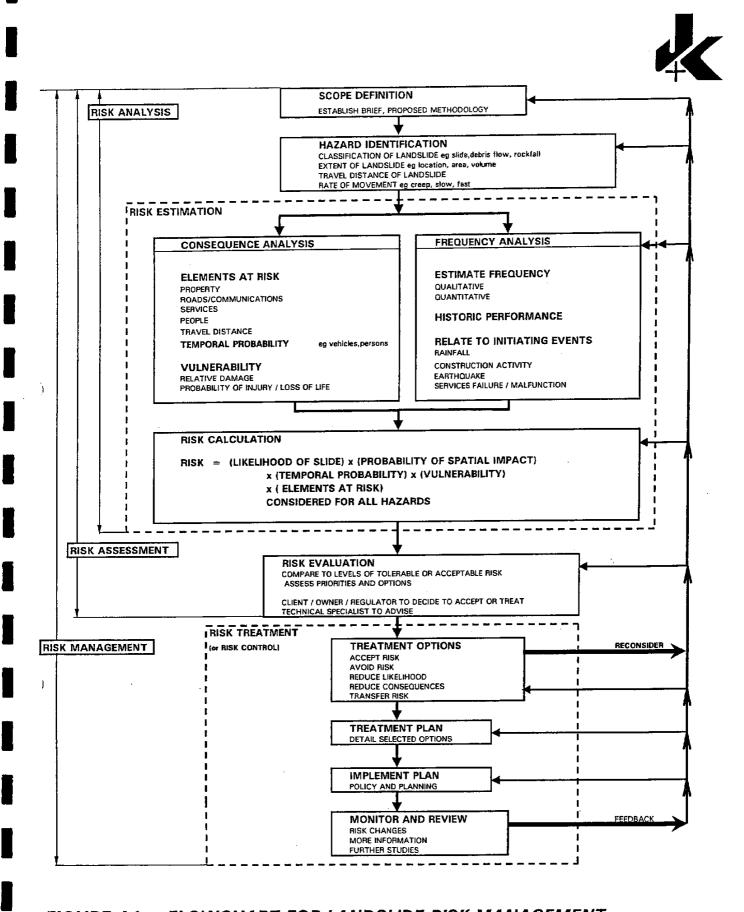


FIGURE A1: FLOWCHART FOR LANDSLIDE RISK MANAGEMENT

This figure is an extract from LANDSLIDE RISK MANAGEMENT CONCEPTS AND GUIDELINES as presented in Australian Geomechanics Vol35, No1, 2000 which discusses the matter more fully.

APPENDIX B



APPENDIX B - SOME GUIDELINES FOR HILLSIDE CONSTRUCTION

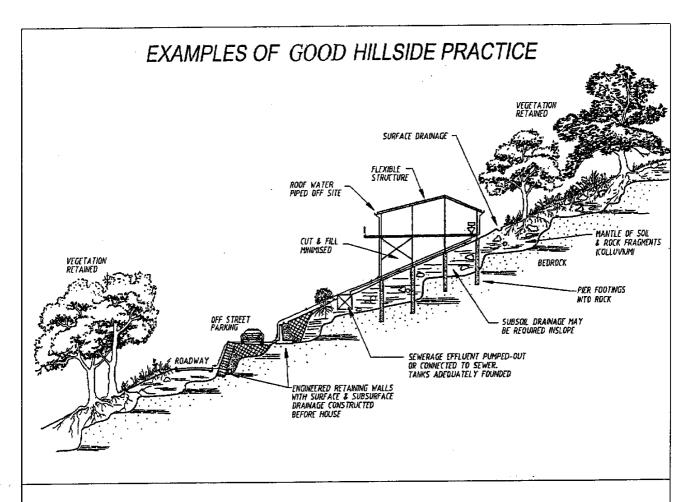
GOOD ENGINEERING PRACTICE

POOR ENGINEERING PRACTICE

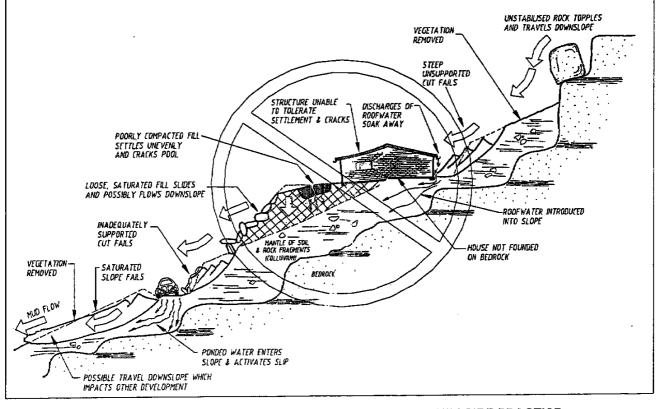
ADVICE		•					
GEOTECHNICAL ASSESSMENT	Obtain advice from a qualified, experienced geotechnical consultant at early stage of planning and before site works.	Prepare detailed plan and start site works before geotechnical advice.					
PLANNING							
SITE PLANNING	Having obtained geotechnical advice, plan the development with the risk arising from the identified hazards and consequences in mind.	Plan development without regard for the Risk.					
DESIGN AND CONSTRUC	TION						
HOUSE DESIGN	Use flexible structures which incorporate properly designed brickwork, timber or steel frames, timber or panel cladding. Consider use of split levels. Use decks for recreational areas where appropriate.	Floor plans which require extensive cut and filling. Movement intolerant structu					
SITE CLEARING	Retain natural vegetation wherever practicable. Satisfy requirements below for cuts, fills, retaining walls and drainage.	Indiscriminately clear the site.					
ACCESS & DRIVEWAYS	Excavate and fill for site access before geotechnical advice.						
EARTHWORKS	and parking areas may need to be fully supported on piers. Retain natural contours wherever possible.	Indiscriminant bulk earthworks.					
CUTS	Minimise depth. Support with engineered retaining walls or batter to appropriate slope. Provide drainage measures and erosion control.	Large scale cuts and benching. Unsupported cuts. Ignore drainage requirements.					
FILLS	Minimise height. Strip vegetation and topsoil and key into natural slopes prior to filling. Use clean fill materials and compact to engineering standards. Batter to appropriate slope or support with engineered retaining wall. Provide surface drainage and appropriate subsurface drainage.	Loose or poorly compacted fill, which if it fails, may flow a considerable distance (including onto properties below). Block natural drainage lines. Fill over existing vegetation and topsoil. Include stumps, trees, vegetation, topsoil, boulders, building rubble etc. in fill.					
ROCK OUTCROPS & BOULDERS	Remove or stabilise boulders which may have unacceptable risk. Support rock faces where necessary.	Disturb or undercut detached blocks or boulders.					
RETAINING WALLS	Engineer design to resist applied soil and water forces. Found on bedrock where practicable. Provide subsurface drainage within wall backfill and surface drainage on slope above. Construct wall as soon as possible after cut/fill operation.	Construct a structurally inadequate wall such as sandstone flagging, brick or unreinforced blockwork. Lack of subsurface drains and weephole					
FOOTINGS	Found within bedrock where practicable. User rows of piers or strip footings oriented up and down slope. Design for lateral creep pressures if necessary. Backfill footing excavations to exclude ingress of surface water.	Found on topsoil, loose fill, detached boulders or undercut cliffs.					
SWIMMING POOLS	Engineer designed. Support on piers to rock where practicable. Provide with under-drainage and gravity drain outlet where practicable. Design for high soil pressures which may develop on uphill side whilst there may be little or no lateral support on downhill side.						
DRAINAGE							
SURFACE	Provide at tops of cut and fill slopes. Discharge to street drainage or natural water courses. Provide generous falls to prevent blockage by siltation and incorporate silt traps. Line to minimise infiltration and make flexible where possible. Special structures to dissipate energy at changes of slope and/or direction.	Discharge at top of fills and cuts. Allow water to pond bench areas.					
SUBSURFACE	Provide filter around subsurface drain. Provide drain behind retaining walls. Use flexible pipelines with access for maintenance. Prevent inflow of surface water.	Discharge of roof run-off into absorption trenches.					
SEPTIC & SULLAGE	Usually requires pump-out or mains sewer systems; absorption trenches may be possible in some areas if risk is acceptable. Storage tanks should be water-tight and adequately founded.	Discharge sullage directly onto and into slopes. Use of absorption trenches without consideration of landslide risk.					
EROSION CONTROL & LANDSCAPING	Control erosion as this may lead to instability. Revegetate cleared area.	Failure to observe earthworks and drainag recommendations when landscaping.					
DRAWINGS AND SITE VI	SITS DURING CONSTRUCTION						
DRAWINGS	Building Application drawings should be viewed by a geotechnical consultant.						
SITE VISITS	Site visits by consultant may be appropriate during construction.						
INSPECTION AND MAINT	ENANCE BY OWNER						
OWNER'S RESPONSIBILITY	Clean drainage systems; repair broken joints in drains and leaks in supply pipes. Where structural distress is evident seek advice.						
	If seepage observed, determine cause or seek advice on consequences.	<u> </u>					

This table is an extract from LANDSLIDE RISK MANAGEMENT CONCEPTS AND GUIDELINES as presented in *Australian Geomechanics*, Vol 25, No 1, March 2000 which discusses the matter more fully.





EXAMPLES OF POOR HILLSIDE PRACTICE



APPENDIX B1 - ILLUSTRATIONS OF GOOD AND POOR HILLSIDE PRACTICE

This figure is an extract form LANDSLIDE RISK MANAGEMENT CONCEPTS AND GUIDELINES as presented in Australian Geomechanics, Vol 35, No 1, 2000 which discusses the matter more fully.

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REPORT EXPLANATION NOTES

INTRODUCTION

These notes have been provided to amplify the geotechnical report in regard to classification methods, field procedures and certain matters relating to the Comments and Recommendations section. Not all notes are necessarily relevant to all reports.

The ground is a product of continuing natural and man-made processes and therefore exhibits a variety of characteristics and properties which vary from place to place and can change with time. Geotechnical engineering involves gathering and assimilating limited facts about these characteristics and properties in order to understand or predict the behaviour of the ground on a particular site under certain conditions. This report may contain such facts obtained by inspection, excavation, probing, sampling, testing or other means of investigation. If so, they are directly relevant only to the ground at the place where and time when the investigation was carried out.

DESCRIPTION AND CLASSIFICATION METHODS

The methods of description and classification of soils and rocks used in this report are based on Australian Standard 1726, the SAA Site Investigation Code. In general, descriptions cover the following properties – soil or rock type, colour, structure, strength or density, and inclusions. Identification and classification of soil and rock involves judgement and the Company infers accuracy only to the extent that is common in current geotechnical practice.

Soil types are described according to the predominating particle size and behaviour as set out in the attached Unified Soil Classification Table qualified by the grading of other particles present (eg sandy clay) as set out below:

Soil Classification	Particle Size
Clay	less than 0.002mm
Silt	0.002 to 0.06mm
Sand	0.06 to 2mm
Gravel	2 to 60mm

Non-cohesive soils are classified on the basis of relative density, generally from the results of Standard Penetration Test (SPT) as below:

Relative Density	SPT 'N' Value (blows/300mm)
Very loose	less than 4
Loose	4 – 10
Medium dense	10 – 30
Dense	30 - 50
Very Dense	greater than 50

Cohesive soils are classified on the basis of strength (consistency) either by use of hand penetrometer, laboratory testing or engineering examination. The strength terms are defined as follows.

Classification	Unconfined Compressive Strength kPa
Very Soft	less than 25
Soft	25 – 50
Firm	50 – 100
Stiff	100 – 200
Very Stiff	200 - 400
Hard	Greater than 400
Friable	Strength not attainable
	 soil crumbles

Rock types are classified by their geological names, together with descriptive terms regarding weathering, strength, defects, etc. Where relevant, further information regarding rock classification is given in the text of the report. In the Sydney Basin, "Shale" is used to describe thinly bedded to laminated siltstone.

SAMPLING

Sampling is carried out during drilling or from other excavations to allow engineering examination (and laboratory testing where required) of the soil or rock.

Disturbed samples taken during drilling provide information on plasticity, grain size, colour, moisture content, minor constituents and, depending upon the degree of disturbance, some information on strength and structure. Bulk samples are similar but of greater volume required for some test procedures.

Undisturbed samples are taken by pushing a thin-walled sample tube, usually 50mm diameter (known as a U50), into the soil and withdrawing it with a sample of the soil contained in a relatively undisturbed state. Such samples yield information on structure and strength, and are necessary for laboratory determination of shear strength and compressibility. Undisturbed sampling is generally effective only in cohesive soils.

Details of the type and method of sampling used are given on the attached logs.

INVESTIGATION METHODS

The following is a brief summary of investigation methods currently adopted by the Company and some comments on their use and application. All except test pits, hand auger drilling and portable dynamic cone penetrometers require the use of a mechanical drilling rig which is commonly mounted on a truck chassis.



Test Pits: These are normally excavated with a backhoe or a tracked excavator, allowing close examination of the insitu soils if it is safe to descend into the pit. The depth of penetration is limited to about 3m for a backhoe and up to 6m for an excavator. Limitations of test pits are the problems associated with disturbance and difficulty of reinstatement and the consequent effects on close-by structures. Care must be taken if construction is to be carried out near test pit locations to either properly recompact the backfill during construction or to design and construct the structure so as not to be adversely affected by poorly compacted backfill at the test pit location.

Hand Auger Drilling: A borehole of 50mm to 100mm diameter is advanced by manually operated equipment. Premature refusal of the hand augers can occur on a variety of materials such as hard clay, gravel or ironstone, and does not necessarily indicate rock level.

Continuous Spiral Flight Augers: The borehole is advanced using 75mm to 115mm diameter continuous spiral flight augers, which are withdrawn at intervals to allow sampling and insitu testing. This is a relatively economical means of drilling in clays and in sands above the water table. Samples are returned to the surface by the flights or may be collected after withdrawal of the auger flights, but they can be very disturbed and layers may become mixed. Information from the auger sampling (as distinct from specific sampling by SPTs undisturbed samples) is of relatively lower reliability due to mixing or softening of samples by groundwater, or uncertainties as to the original depth of the samples. Augering below the groundwater table is of even lesser reliability than augering above the water table. Use can be made of a Tungsten Carbide (TC) bit for auger drilling into rock to indicate rock quality and continuity by variation in drilling resistance and from examination of recovered rock fragments.

Wash Boring: The borehole is usually advanced by a rotary bit, with water being pumped down the drill rods and returned up the annulus, carrying the drill cuttings. Only major changes in stratification can be determined from the cuttings, together with some information from "feel" and rate of penetration.

Mud Stabilised Drilling: Either Wash Boring or Continuous Core Drilling can use drilling mud as a circulating fluid to stabilise the borehole. The term "mud" encompasses a range of products ranging from bentonite to polymers such as Revert or Biogel. The mud tends to mask the cuttings and reliable identification is only possible from intermittent intact sampling (eg from SPT and U50 samples) or from rock coring, etc.

Continuous Core Drilling: A continuous core sample is obtained using a diamond tipped core barrel. Provided full core recovery is achieved (which is not always possible in very low strength rocks and granular soils), this technique provides a very reliable (but relatively expensive) method of investigation. In rocks, an NMLC triple tube core barrel, which gives a core of about 50mm diameter, is usually used with water flush. The length of core recovered is compared to the length drilled and any length not recovered is shown as CORE LOSS. The location of losses are determined on site by the supervising engineer; where the location is uncertain, the loss is placed at the top end of the drill run.

Standard Penetration Tests: Standard Penetration Tests (SPT) are used mainly in non-cohesive soils, but can also be used in cohesive soils as a means of indicating density or strength and also of obtaining a relatively undisturbed sample. The test procedure is described in Australian Standard 1289, "Methods of Testing Soils for Engineering Purposes" – Test F3.1.

The test is carried out in a borehole by driving a 50mm diameter split sample tube with a tapered shoe, under the impact of a 63kg hammer with a free fall of 760mm. It is normal for the tube to be driven in three successive 150mm increments and the 'N' value is taken as the number of blows for the last 300mm. In dense sands, very hard clays or weak rock, the full 450mm penetration may not be practicable and the test is discontinued.

The test results are reported in the following form:

 In the case where full penetration is obtained with successive blow counts for each 150mm of, say, 4, 6 and 7 blows, as

$$N = 13$$

4, 6, 7

In a case where the test is discontinued short of full penetration, say after 15 blows for the first 150mm and 30 blows for the next 40mm, as

The results of the test can be related empirically to the engineering properties of the soil.

Occasionally, the drop hammer is used to drive 50mm diameter thin walled sample tubes (U50) in clays. In such circumstances, the test results are shown on the borehole logs in brackets.

A modification to the SPT test is where the same driving system is used with a solid 60° tipped steel cone of the same diameter as the SPT hollow sampler. The solid cone can be continuously driven for some distance in soft clays or loose sands, or may be used where damage would otherwise occur to the SPT. The results of this Solid Cone Penetration Test (SCPT) are shown as " N_c " on the borehole logs, together with the number of blows per 150mm penetration.



Static Cone Penetrometer Testing and Interpretation: Cone penetrometer testing (sometimes referred to as a Dutch Cone) described in this report has been carried out using an Electronic Friction Cone Penetrometer (EFCP). The test is described in Australian Standard 1289, Test F5.1.

In the tests, a 35mm diameter rod with a conical tip is pushed continuously into the soil, the reaction being provided by a specially designed truck or rig which is fitted with an hydraulic ram system. Measurements are made of the end bearing resistance on the cone and the frictional resistance on a separate 134mm long sleeve, immediately behind the cone. Transducers in the tip of the assembly are electrically connected by wires passing through the centre of the push rods to an amplifier and recorder unit mounted on the control truck.

As penetration occurs (at a rate of approximately 20mm per second) the information is output as incremental digital records every 10mm. The results given in this report have been plotted from the digital data.

The information provided on the charts comprise:

- Cone resistance the actual end bearing force divided by the cross sectional area of the cone – expressed in MPa.
- Sleeve friction the frictional force on the sleeve divided by the surface area – expressed in kPa.
- Friction ratio the ratio of sleeve friction to cone resistance, expressed as a percentage.

The ratios of the sleeve resistance to cone resistance will vary with the type of soil encountered, with higher relative friction in clays than in sands. Friction ratios of 1% to 2% are commonly encountered in sands and occasionally very soft clays, rising to 4% to 10% in stiff clays and peats. Soil descriptions based on cone resistance and friction ratios are only inferred and must not be considered as exact.

Correlations between EFCP and SPT values can be developed for both sands and clays but may be site specific.

Interpretation of EFCP values can be made to empirically derive modulus or compressibility values to allow calculation of foundation settlements.

Stratification can be inferred from the cone and friction traces and from experience and information from nearby boreholes etc. Where shown, this information is presented for general guidance, but must be regarded as interpretive. The test method provides a continuous profile of engineering properties but, where precise information on soil classification is required, direct drilling and sampling may be preferable.

Portable Dynamic Cone Penetrometers: Portable Dynamic Cone Penetrometer (DCP) tests are carried out by driving a rod into the ground with a sliding hammer and counting the blows for successive 100mm increments of penetration.

Two relatively similar tests are used:

- Cone penetrometer (commonly known as the Scala Penetrometer) – a 16mm rod with a 20mm diameter cone end is driven with a 9kg hammer dropping 510mm (AS1289, Test F3.2). The test was developed initially for pavement subgrade investigations, and correlations of the test results with California Bearing Ratio have been published by various Road Authorities.
- Perth sand penetrometer a 16mm diameter flat ended rod is driven with a 9kg hammer, dropping 600mm (AS1289, Test F3.3). This test was developed for testing the density of sands (originating in Perth) and is mainly used in granular soils and filling.

LOGS

The borehole or test pit logs presented herein are an engineering and/or geological interpretation of the sub-surface conditions, and their reliability will depend to some extent on the frequency of sampling and the method of drilling or excavation. Ideally, continuous undisturbed sampling or core drilling will enable the most reliable assessment, but is not always practicable or possible or justify on economic grounds. In any case, the boreholes or test pits represent only a very small sample of the total subsurface conditions.

The attached explanatory notes define the terms and symbols used in preparation of the logs.

Interpretation of the information shown on the logs, and its application to design and construction, should therefore take into account the spacing of boreholes or test pits, the method of drilling or excavation, the frequency of sampling and testing and the possibility of other than "straight line" variations between the boreholes or test pits. Subsurface conditions between boreholes or test pits may vary significantly from conditions encountered at the borehole or test pit locations.

GROUNDWATER

Where groundwater levels are measured in boreholes, there are several potential problems:

- Although groundwater may be present, in low permeability soils it may enter the hole slowly or perhaps not at all during the time it is left open.
- A localised perched water table may lead to an erroneous indication of the true water table.
- Water table levels will vary from time to time with seasons or recent weather changes and may not be the same at the time of construction.
- The use of water or mud as a drilling fluid will mask any groundwater inflow. Water has to be blown out of the hole and drilling mud must be washed out of the hole or "reverted" chemically if water observations are to be made.

More reliable measurements can be made by installing standpipes which are read after stabilising at intervals ranging from several days to perhaps weeks



for low permeability soils. Piezometers, sealed in a particular stratum, may be advisable in low permeability soils or where there may be interference from perched water tables or surface water.

The presence of fill materials can often be determined only by the inclusion of foreign objects (eg bricks, steel etc) or by distinctly unusual colour, texture or fabric. Identification of the extent of fill materials will also depend on investigation methods and frequency. Where natural soils similar to those at the site are used for fill, it may be difficult with limited testing and sampling to reliably determine the extent of the fill.

The presence of fill materials is usually regarded with caution as the possible variation in density, strength and material type is much greater than with natural soil deposits. Consequently, there is an increased risk of adverse engineering characteristics or behaviour. If the volume and quality of fill is of importance to a project, then frequent test pit excavations are preferable to boreholes.

LABORATORY TESTING

Laboratory testing is normally carried out in accordance with Australian Standard 1289 "Methods of Testing Soil for Engineering Purposes". Details of the test procedure used are given on the individual report forms.

ENGINEERING REPORTS

Engineering reports are prepared by qualified personnel and are based on the information obtained and on current engineering standards of interpretation and analysis. Where the report has been prepared for a specific design proposal (eg a three storey building) the information and interpretation may not be relevant if the design proposal is changed (eg to a twenty storey building). If this happens, the company will be pleased to review the report and the sufficiency of the investigation work.

Every care is taken with the report as it relates to interpretation of subsurface conditions, discussion of geotechnical aspects and recommendations or suggestions for design and construction. However, the Company cannot always anticipate or assume responsibility for:

- Unexpected variations in ground conditions the potential for this will be partially dependent on borehole spacing and sampling frequency as well as investigation technique.
- Changes in policy or interpretation of policy by statutory authorities.
- The actions of persons or contractors responding to commercial pressures.

If these occur, the company will be pleased to assist with investigation or advice to resolve any problems occurring.

SITE ANOMALIES

In the event that conditions encountered on site during construction appear to vary from those which were expected from the information contained in the report, the company requests that it immediately be notified. Most problems are much more readily resolved when conditions are exposed that at some later stage, well after the event.

REPRODUCTION OF INFORMATION FOR **CONTRACTUAL PURPOSES**

Attention is drawn to the document "Guidelines for the Provision of Geotechnical Information in Tender Documents", published by the Institution of Engineers, Australia. Where information obtained from this investigation is provided for tendering purposes, it is recommended that all information, including the written report and discussion, be made available. In circumstances where the discussion or comments section is not relevant to the contractual situation, it may be appropriate to prepare a specially edited document. The company would be pleased to assist in this regard and/or to make additional report copies available for contract purposes at a nominal charge.

Copyright in all documents (such as drawings, borehole or test pit logs, reports and specifications) provided by the Company shall remain the property of Jeffery and Katauskas Pty Ltd. Subject to the payment of all fees due, the Client alone shall have a licence to use the documents provided for the sole purpose of completing the project to which they License to use the documents may be revoked without notice if the Client is in breach of any objection to make a payment to us.

REVIEW OF DESIGN

Where major civil or structural developments are proposed or where only a limited investigation has been completed or where the geotechnical conditions/ constraints are quite complex, it is prudent to have a joint design review which involves a senior geotechnical engineer.

SITE INSPECTION

The company will always be pleased to provide engineering inspection services for geotechnical aspects of work to which this report is related.

Requirements could range from:

- i) a site visit to confirm that conditions exposed are no worse than those interpreted, to
- ii) a visit to assist the contractor or other site personnel in identifying various soil/rock types such as appropriate footing or pier founding depths, or
- iii) full time engineering presence on site.

Jeffery and Katauskas Pty Ltd consulting geotechnical & environmental engineers



GRAPHIC LOG SYMBOLS FOR SOILS AND ROCKS

SOIL FILL	ROCK CONGLOMERATE	DEFECTS AND INCLUSIO
TOPSOIL	SANDSTONE	SHEARED OR CRUSHED SEAM
CLAY (CL, CH)	SHALE	BRECCIATED OR SHATTERED SEAM/ZONE
SILT (ML, MH)	SILTSTONE, MUDSTONE, CLAYSTONE	IRONSTONE GRAVEL
SAND (SP, SW)	LIMESTONE	ORGANIC MATERIAL
G GO GRAVEL (GP, GW)	PHYLLITE, SCHIST	OTHER MATERIALS
SANDY CLAY (CL, CH)	TUFF	CONCRETE
SILTY CLAY (CL, CH)	GRANITE, GABBRO	BITUMINOUS CONCRETE,
CLAYEY SAND (SC)	+ + + + + + + + + + + + + + + +	COLLUVIUM
SILTY SAND (SM)	BASALT, ANDESITE	· .
GRAVELLY CLAY (CL, CH)	QUARTZITE	
CLAYEY GRAVEL (GC)		. •
SANDY SILT (ML)		
PEAT AND ORGANIC SOILS		



UNIFIED SOIL CLASSIFICATION TABLE

Laboratory Classification Criteria		_	d send d	fines (fines of symples of soils symples of SI,	C _V = D ₁₀ Greater than 6 C _V = D ₁₀ Greater than 6 C _V = D ₁₀ × D ₁₀ C _V = D	Z %21 Course to the course to	อกในกล	Atterbers limits below requiring use		60 Campering solle at equal figured firmit	xəpui	% So	10	0 10 20	Liquid limit	Plasticity chart for laboratory elaceification of fine grained coile	
	42	2 E E							34 7	Suityins					,	25	7.5
Information Required for Describing Soils	Give typical name; indicate ap- proximate percentages of sand	and dardness of the coarse	parent, social of general and other pertinent descriptive information; and symbols in parentheses	2 F 2	conditions characteristics d. gravelly; about 2	hard, angular gravel par- ticles 12 mm maximum size; rounded and subangularsand	grains coarse to nine, about 15% non-plante fines with low dry strength; well compacted and most in place:	alluvisi zand; (SM)			Give typical name; indicate degree and character of plasticity, amount and maximum size of	condition, edour if any local or condition, edour if any, local or sectoric name, and other perti- nest descriptive information, and symbol in percentages	For undisturbed soils add infor-	matton on structure, stratifica- tion, consistency in undisturbed and remoulded states, moisture and designan conditions	Example:	Clayer silt, brown; slightly plastic; small percentage of	fine sand; numerous vertical root holes; firm and dry in place; hoess; (ML)
Typical Names	Well graded gravels, gravel- sand mixtures, little or no fines	Poorly graded gravels, gravel- sand mixtures, little or no fines	Silty gravels, poorly graded gravel-eard-eil mixtures	Clayey gravels, poorly graded gravel-cand-clay mixtures	Well graded sands, gravelly sands, little or no fines	Poorly graded sands, gravelly sands, little or no fines	Siliy sands, poorly graded sand- silt mixtures	Clayey sands, poorly graded			Inorganic silts and very fine sands, rock flour, silty or clayer fine sands with alight plasticity	Inorganic clays of low to medium plasticity, gravely clays, sandy clays, allty clays, fean clays	Organic silts and organic silt-	Increasic tilts, micaccous or distonaccous fine sandy or sity soils, clastic sits	Increanic clays of high plan- ticity, fat clays	Organic clays of medium to high plasticity	Peat and other highly organic soils
Group	ALS:	GP.	M2	ပ္ပ	Ats	\$5	28	ည္တ	Ì		77	g	70	MH	CH	но	ž.
no suc	grain size and substantial	range of sizes sizes missing	ification pro-	n procedures,	id substantial	a range of sizes e sizes missing	identification pro-	n procedures,	am Sieve Sizu	Toughness (consistency near plastic limit)	None	Medium	Stight	Slight to medium	High	Slight to medium	our, odour, y by fibrous
jures d basing fracti	EZ	Predominantly one size or a range of sizes with some intermediate sizes missing	Nonplattic fines (for identification cedures see ML below)	Plastic fines (for identification procedures,	ide range in grain sizes and substantial amounts of all intermediate particle sizes	Predominantly one size or a range with some intermediate sizes	Nonplastic fines (for identi cedures, see ML below)	Plastic fines (for identification procedures, see CL below)	Procedures on Fraction Smaller than 380 am Sieve Sizu	Dilatancy (reaction to shaking)	Quick to	None to very slow	Stow	Slow to none	None	None to very slow	identified by colour, feel and frequently by
heation Proced han 75 µm and ited weights)	Wide range i arrounts c sizes	Predominant with some	Nonplastic f	Plastic fines (Wide range in amounts o stats	Predominant	Nonplastic fi cedures,	Plastic fines ((see CL belc	n Fraction Sm	Dry Strength (crushing character- iatios)	None to	Medium to high	Slight to medium	Slight to medium	High to very high	Medium to high	Readily identified spongy feel and texture
Field Identi icles larger t estima	n gravels de Or no (men)))H()	etable sciable to of	lovanO snih snqqa) suoma onih	ubnet ni or 10 si (esni)	13 H)	int of schible schible string	ngqa) ngqa)	Procedures o			· ·			nc		siic
Field Identification Procedures (Excluding particles larger than 75 µm and basing fractions estimated weights)	ពេធជា	larger		ıοM	รถรอง เ ประก	nds inds inds		юM	Identification	B.	end clay timit limit of mails	erii 2 Pil		eyalo l Simil Simil	biup	11	Highly Organic Solls
			zi lain:	Of mate	Coarse-gra than half than 18 than 19 or sidisiv	noM sami staitas	neileat į	t the se	noc	oller a size la al	elio ma el letr esie a vois mu è		ilsd r	isib ərc di	·M	_	Ħ

NOTE: 1) Soils possessing characteristics of two groups are designated by combinations of group symbols (e.g. GW-GC, well graded gravel-sand mixture with clay fines).

2) Soils with liquid limits of the order of 35 to 50 may be visually classified as being of medium plasticity.

Jeffery and Katauskas Pty Ltd consulting geotechnical and environmental engineers

A.B.N. 17 003 550 801



LOG SYMBOLS

LOG COLUMN	SYMBOL	DEFINITION					
Groundwater Record		Standing water level. Time delay following completion of drilling may be shown.					
	-c-	Extent of borehole collapse shortly after drilling.					
Š	—	Groundwater seepage into borehole or excavation noted during drilling or excavation.					
Samples	ES	Soil sample taken over depth indicated, for environmental analysis.					
	U50	Undisturbed 50mm diameter tube sample taken over depth indicated.					
	DB	Bulk disturbed sample taken over depth indicated.					
	DS	Small disturbed bag sample taken over depth indicated.					
Field Tests	N = 17 4, 7, 10	Standard Penetration Test (SPT) performed between depths indicated by lines. Individual figures show blows per 150mm penetration. 'R' as noted below.					
	Nc = 5 7 3R	Solid Cone Penetration Test (SCPT) performed between depths indicated by lines. Individual figures show blows per 150mm penetration for 60 degree solid cone driven by SPT hammer. 'R' refers to apparent hammer refusal within the corresponding 150mm depth increment.					
:	VNS = 25	Vane shear reading in kPa of Undrained Shear Strength.					
	PID = 100	Photoionisation detector reading in ppm (Soil sample headspace test).					
Moisture Condition	MC>PL	Moisture content estimated to be greater than plastic limit.					
(Cohesive Soils)	MC≈PL	Moisture content estimated to be approximately equal to plastic limit.					
	MC < PL	Moisture content estimated to be less than plastic limit.					
(Cohesionless Soils)	D	DRY - runs freely through fingers.					
·	М	MOIST - does not run freely but no free water visible on soil surface.					
	w	WET - free water visible on soil surface.					
Strength (Consistency)	VS	VERY SOFT - Unconfined compressive strength less than 25kPa					
Cohesive Soils	S	SOFT - Unconfined compressive strength 25-50kPa					
	F	FIRM - Unconfined compressive strength 50-100kPa					
	St	STIFF - Unconfined compressive strength 100-200kPa					
	VSt	VERY STIFF - Unconfined compressive strength 200-400kPa					
	н	HARD - Unconfined compressive strength greater than 400kPa					
	()	Bracketed symbol indicates estimated consistency based on tactile examination or other tests.					
Density Index/ Relative		Density Index (Ip) Range (%) SPT 'N' Value Range (Blows/300mm)					
Density (Cohesionless Soils)	VL	Very Loose <15 0-4					
	L	Loose 15-35 4-10					
	MD	Medium Dense 35-65 10-30					
	D	Dense 65-85 30-50					
	VD	Very Dense >85 >50					
	()	Bracketed symbol indicates estimated density based on ease of drilling or other tests.					
Hand Penetrometer	300	Numbers indicate individual test results in kPa on representative undisturbed material unless noted					
Readings	250	otherwise.					
Remarks	'V' bit	Hardened steel 'V' shaped bit.					
	'TC' bit	Tungsten carbide wing bit.					
	T 60	Penetration of auger string in mm under static load of rig applied by drill head hydraulics without rotation of augers.					

Jeffery and Katauskas Pty Ltd

CONSULTING GEOTECHNICAL AND ENVIRONMENTAL ENGINEERS
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A.C.N. 003 550 801



LOG SYMBOLS

ROCK MATERIAL WEATHERING CLASSIFICATION

TERM SYMBOL		DEFINITION				
Residual Soil	RS	Soil developed on extremely weathered rock; the mass structure and substance fabric are no longer evident; there is a large change in volume but the soil has not been significantly transported.				
Extremely weathered rock	xw	Rock is weathered to such an extent that it has "soil" properties, ie it either disintegrates or can be remoulded, in water.				
Distinctly weathered rock	DW	Rock strength usually changed by weathering. The rock may be highly discoloured, usually by ironstaining. Porosity may be increased by leaching, or may be decreased due to deposition of weathering products in pores.				
Slightly weathered rock	sw	Rock is slightly discoloured but shows little or no change of strength from fresh rock.				
Fresh rock	FR	Rock shows no sign of decomposition or staining.				

ROCK STRENGTH

Rock strength is defined by the Point Load Strength Index (Is 50) and refers to the strength of the rock substance in the direction normal to the bedding. The test procedure is described by the International Journal of Rock Mechanics, Mining, Science and Geomechanics. Abstract Volume 22, No 2, 1985.

: TERM	SYMBOL	Is (50) MPa	FIELD GUIDE
Extremely Low:	EL		Easily remoulded by hand to a material with soil properties.
Very Low:	VL	0.03	May be crumbled in the hand. Sandstone is "sugary" and friable.
Low:	L	0.1	A piece of core 150mm long x 50mm dia, may be broken by hand and easily scored
		0.3	with a knife. Sharp edges of core may be friable and break during handling.
Medium Strength:	M	1	A piece of core 150mm long x 50mm dia. can be broken by hand with difficulty. Readily scored with knife.
High:	Н	3	A piece of core 150mm long x 50mm dia. core cannot be broken by hand, can be slightly scratched or scored with knife; rock rings under hammer.
Very High:	VH	10	A piece of core 150mm long x 50mm dia, may be broken with hand-held pick after more than one blow. Cannot be scratched with pen knife; rock rings under hammer.
Extremely High:	EH	10	A piece of core 150mm long x 50mm dia. is very difficult to break with hand-held hammer. Rings when struck with a hammer.

ABBREVIATIONS USED IN DEFECT DESCRIPTION

ABBREVIATION	DESCRIPTION	NOTES
Be	Bedding Plane Parting	Defect orientations measured relative to the normal to the long core axis
cs	Clay Seam	(ie relative to horizontal for vertical holes)
J	Joint	
P	Planar	
Un	Undulating	
S	Smooth	
R	Rough	
IS	Ironstained	
xws	Extremely Weathered Seam	
Cr	Crushed Seam	
60t	Thickness of defect in millimetres	

Ref: Standard Sheets Log Symbols

August 2001

CONCRETE WORKS, 2006 TO 2007 - SCHEDULE OF RATES CONTRACTOR LIST

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider the appointment of tenders to a list

of Schedule of Rates Contractors for Concrete

Works for 2006/2007.

BACKGROUND: Tenders were called for the construction,

reconstruction, restoration and repair of concrete footpaths, kerbs, gutters and associated works

for the period ending 30 June 2008.

COMMENTS: Eleven (11) tenders were received and were

evaluated by the Tender Evaluation Committee.

RECOMMENDATION: Acceptance of tenders and inclusion of tenderers

in list of contractors.

Item 14

S04798 3 July 2006

PURPOSE OF REPORT

To consider the appointment of tenders to a list of Schedule of Rates Contractors for Concrete Works for 2006/2007.

BACKGROUND

The Capital Works and Road Rehabilitation Programs that are approved by Council include a number of projects that involve the construction or reconstruction of concrete works as part of the whole project. The works program also includes maintenance and repair of existing infrastructure, some of which also involves concrete works.

These concrete works are of a minor nature and include footpaths, kerb & gutter and associated works. It is uneconomical to call separate tenders or quotations for the concrete works for each project and therefore tenders are called on a schedule of rates basis to enable comparison of costs for the various project works.

As the total amount of work exceeds the capacity of Council's day labour staff to complete all works within the financial year, qualified contractors are required. A list of contractors and their schedule of rates for various minor works is prepared for a period of time. The cheapest available contractors are engaged as needed, using the supplied schedule of rates, rather than calling tenders or quotes for each separate project.

While the total cost of concrete works for a particular project will be considerably less than \$150,000, the total for the financial years ending 30 June 2007 and 30 June 2008 will both exceed \$150,000 which is the current threshold limit under the Local Government Act. As the most open and transparent way to prepare a list of contractors was to call tenders, a Tender Evaluation Committee (TEC) was formed. The TEC comprised of staff members from Finance & Business Development and Technical Services. The TEC prepared tender documents, and tenders for "Contract No CS1/06 Concrete Works 2006-2008" as well as reviewing the tenders received.

Schedule of Rates Tenders were received from the following contractors

Listed in the order of opening tenders

Gilcon Civil Constructions Pty Ltd
CW Concrete Pty Ltd
Performance Concreting Services
Kelbon Concrete and Paving
Comfortone Constructions Pty Ltd
Foster Civil Contracting Construction Pty Ltd
Sydney Harbour Paving Pty Ltd
Aston & Bourke Pty Ltd
Ally Property Services Pty Ltd
Gilberts Asphalt Pty Ltd
Timecon Pty Ltd

S04798 3 July 2006

COMMENTS

All tenders were received by mail or placed in the tender box.

The submitted schedules of rates are contained in the tender submissions received and attached to the file.

Generally the schedules of rates are comparable and all of the tenderers have carried out work for Ku-ring-gai Council in recent years, as well as other Councils, or for the RTA

A spreadsheet will be prepared listing the tenderers and the prices for the various items listed in the schedule of rates, as well as other relevant details, to allow a proper assessment to be made of the best contractor for each project, based on the circumstances of that project.

CONSULTATION

Consultation with the referees outside Ku-ring-gai Council given by the tenderers has been completed. These details will be included in the list for use in engaging contractors as needed. Those included in the list have carried out work for this Council in the past.

FINANCIAL CONSIDERATIONS

Funds for the various projects are allocated in the Management Plan Budget. The preparation of a list of contractors and their Schedule of Rates does not commit Council to providing a certain amount of work to any or all contractors. The list is to facilitate the completion of projects that are approved and funded through the Management Plan Budget.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

On going consultation with the Finance and Business Development Department concerning the funding of various project and actual expenditure in relation to projected expenditure in the Management Plan Budget.

SUMMARY

The Schedule of Rates received from the following contractors be used to make up a list for use in engaging contractors as needed:

Gilcon Civil Constructions Pty Ltd CW Concrete Pty Ltd Performance Concreting Services Kelbon Concrete and Paving Comfortone Constructions Pty Ltd S04798 3 July 2006

Foster Civil Contracting Construction Pty Ltd Sydney Harbour Paving Pty Ltd Aston & Bourke Pty Ltd Ally Property Services Pty Ltd Gilberts Asphalt Pty Ltd Timecon Pty Ltd

RECOMMENDATION

A. That Council accepts the Schedule of Rates for Concrete Works submitted by the following tenderers and these tenderers make up the list of Contractors to be engaged as needed for the construction, reconstruction, restoration and repair of concrete footpaths, kerbs, gutters and associated works for the period ending 30 June 2008.

Gilcon Civil Constructions Pty Ltd
CW Concrete Pty Ltd
Performance Concreting Services
Kelbon Concrete and Paving
Comfortone Constructions Pty Ltd
Foster Civil Contracting Construction Pty Ltd
Sydney Harbour Paving Pty Ltd
Aston & Bourke Pty Ltd
Ally Property Services Pty Ltd
Gilberts Asphalt Pty Ltd
Timecon Pty Ltd

- B. That letters of acceptance be forwarded to the listed contractors.
- C. That the Common Seal of Council be affixed to necessary documents.

Jim Turner Frank Banno Greg Piconi

Design Engineer Assistant Projects Engineer Director Technical Services

Attachments: Tender Evaluation Assessment - 649948

Tender Evaluation Assessment

Tender	Tenderer	Previous Work, Local Govt or RTA	Comments
1	Gilcon Civil	Leichhardt	Working for another Council for several years, report good work, some residents request their work. To be included in selection spreadsheet
2	CW Concrete Pty Ltd	Ku-ring-gai, Ryde	Currently working satisfactorily for Council for combination projects, Willing to do small projects, Rates reasonable. To be included in selection spreadsheet
3	Performance Concreting Services	Ku-ring-gai, Manly	Currently working satisfactorily for Council for combination projects, Prompt, Rates reasonable. To be included in selection spreadsheet
4	Kelbon Concrete & Paving	Ku-ring-gai, Willoughby, Warringah, Baulkham Hills	Currently working satisfactorily for Council for combination projects, Better than average traffic control, Rates reasonable. To be included in selection spreadsheet
5	Comfortone Constructions	Ku-ring-gai, Ryde, Warringah	Satisfactory work for Council during year on specialised projects, Rates reasonable. To be included in selection spreadsheet
6	Foster Civil Contracting Constructions P/L	Ku-ring-gai, Gosford, Hornsby	Did not attend induction last year, Worked on road rehabilitation. Rates reasonable. To be included in selection spreadsheet
7	Sydney Harbour Paving	Sydney, Marrickville, Cessnock	Paving only, other Councils report good work and prices. To be included in selection spreadsheet
8	Aston & Bourke	Ku-ring-gai, Hornsby	Worked for Council few years ago, Rates reasonable. To be included in selection spreadsheet
9	Ally Property Services	Ku-ring-gai, Hunters Hill, Manly, Holroyd	Worked satisfactorily for Council on larger projects, Better than average traffic control, Rates reasonable. To be included in selection spreadsheet
10	Gilbert's Asphalt	Ku-ring-gai	Currently working satisfactorily for Council for combination projects, Better than average traffic control, Rates reasonable. To be included in selection spreadsheet
11	Timecon	Railcorp	Reported to provide good work for Railcorp, prices and time adhered to. Meet special safety requirements of railways. To be included in selection spreadsheet

2006 TO 2007 RTA PROGRAM FUNDING

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To approve Council's allocation of the 2006-

2007 Roads and Traffic Authority Program Funding and to accept the Block Grant for 2006-

2007.

BACKGROUND: In September 2005 Council submitted a list of

projects for the financial year 2005-2006 in the RTA program areas. By the attachment to the letter dated 10 July 2006, the RTA advised Council's component of the 2006-2007 State

Roads Budget totaling \$855,000.

COMMENTS: The grants are provided annually by the RTA

and formal advice of acceptance is required by 1 October 2006. Some program items require an equal contribution from Council. These funds

are available in the 2006-2007.

RECOMMENDATION: That Council accepts the grants of \$50,000

under the Traffic Management Program, \$39,000 under the Road Safety Program and \$225,000 under the Repair Program. That Council accepts the Roads Component of \$183,000 and the Supplementary Road

Component of \$82,000 but not accept the Traffic

Facilities component of \$276,000 of the Regional Roads Block Grant for 2006-2007.

S02388 2 August 2006

PURPOSE OF REPORT

To approve Council's allocation of the 2006-2007 Roads and Traffic Authority Program Funding and to accept the Block Grant for 2006-2007.

BACKGROUND

In September 2005, Council submitted to the RTA a list of projects in order of priority for the financial year 2006-2007 in the RTA program areas. By letter dated 10 July 2006, the RTA advised Council's component of the 2006-2007 State Roads Budget. The total program allocation is \$855,000, made up as follows:

Traffic Managen	nent	\$50,000	Funded 50/50
Road Safety Services		\$39,000	Funded 50/50
Regional Roads	Repair Program	\$225,000	Funded 50/50
Block Grant Traffic Facilities		\$276,000	Fully funded by RTA
	Block Grant Roads	\$183,000	Fully funded by RTA
	Block Grant Supplementary Road	\$82,000	Fully funded by RTA
Component			
	Total Allocation	\$855,000	

Under the current Memorandum of Understanding, the RTA requires advice of acceptance of the grants by 1 October 2006.

In the past, Council has resolved to accept the Traffic Management Grant, Road Safety Grant, Repair Program Grant, the Block Grant Roads and the Ex 3 x 3 Grant but has never accepted the Traffic Facilities Block Grant because it did not provide sufficient funds for the requirements of this service. Also, acceptance of this Grant would require Council to provide resources to undertake traffic facilities work. Consequently, the RTA will be required to continue its traffic facilities service to Council.

COMMENTS

TRAFFIC MANAGEMENT

The RTA has offered the following grant under the Traffic Management Section of its 2006-2007 Program Funding:

Location	Suburb	Treatment	Grant	
Kissing Point Road	Turramurra	On road cycleway extension	\$50,000	
		Total	\$50,000	

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This Traffic Management grant must be matched by Council on a 50/50 basis. Council's share can be funded from the Five Year Footpath Program which is the subject of a separate report to Council.

Council annually submits an extensive prioritised list of traffic facility works to the RTA based on its own approved Five Year Traffic Facilities Program which is reviewed annually. However, the RTA provides grants based on its own priorities which vary from year to year and Council must compete on a state wide basis for funding assistance.

A five-year Rolling Traffic Facilities Program for 2006-2011 is the subject of a separate report to Council.

ROAD SAFETY

This program helps fund the salary and program costs for Council's Road Safety Officer and must be matched by Council on a dollar for dollar basis. The RTA has allocated \$39,000 and Council's \$39,000 share has been allowed for in the Technical Services portion of the 2006-2007 Management Plan Budget.

Acceptance of this grant is recommended.

REGIONAL ROADS

REPAIR PROGRAM

The RTA advised Council of the following funding offer for the 2006-2007 REPAIR Program:

Location	Description	Project Cost	RTA Contribution
The Comenarra Parkway, Wahroonga from Hicks Avenue to Stainsby Close	Reconstruct with deeplift asphalt	\$250,000	\$125,000
Lady Game Drive, Lindfield from Highfield Road to 500m south of Highfield Road	Reconstruct with deeplift asphalt	\$200,000	\$100,000
L	1	Total	\$225,000

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The Comenarra Parkway, Wahroonga

It is evident that the section of The Comenarra Parkway between Hicks Avenue and Stainsby Close is badly cracked, potholed and is already failing. Council carried out crack sealing on this section of the Comenarra Parkway in 2001 and reconstructed a section between Kissing Point Road and Hicks Avenue including the intersection in 2004.

Lady Game Drive, Lindfield

This section of Lady Game Drive is in poor condition and the base has already failed with depression and rutting. The routine maintenance cost of this section is continuously increasing. Rehabilitation of this section would reduce ongoing maintenance costs and improve traffic safety.

These two projects were included in a prioritised list of Regional Roads pavement works submitted to the RTA in September 2005. The list was developed using Council's SMEC Pavement Management System.

Before offering a grant to a council, the RTA confirms pavement condition and roughness using its own systems. Projects are then prioritised annually on a State and Regional basis.

In 2006-2007 the REPAIR program funding pool totalled \$5.65million, the RTA received bids totalling \$17.2million. The maximum grant offered to any council by the RTA is \$250,000 regardless of the condition of the roads in its area. Only one quarter of metropolitan councils received the maximum allocation and one third received no funds at all.

If Council declines this offer, there is no guarantee that the offer will be repeated for 2007-2008.

Council's 50% share of the cost of these projects is included in the 2006-2007 Management Plan Budget and these projects are included in the 2006-2007 Regional Roads Repair Program.

Acceptance of this grant is recommended.

BLOCK GRANT TRAFIC FACITITIES

Council has been offered a grant of \$276,000 for Traffic Facilities for 2006-2007 Council has not previously accepted the Traffic Facilities component of the Block Grant. Community perception is that the maintenance of traffic facilities infrastructure is a Council responsibility, but this work is currently the responsibility of the RTA on both regional and local roads. Funds available under this component are currently administered and expended by the RTA on Council's behalf.

The RTA believes that Council should accept responsibility for facilities on local roads and will not fund Local Area Traffic Management Schemes or facilities that it considers non-essential.

By accepting this grant, Council would be accepting full responsibility for the maintenance of all road markings and signage on both regional and local roads. Council has contended that the grant offered is inadequate, that the existing infrastructure is still degraded and that the RTA should

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upgrade the facilities before Council accepts responsibility for their maintenance. Also, Council would need to employ additional staff to undertake this work and also invest in suitable equipment.

While 31 of the 41 councils in the Sydney region have accepted the grant, some of these councils consider the allocated funds are insufficient to maintain facilities on local and regional roads in their areas.

Ku-ring-gai has been offered the following grants in the previous years:

1999/2000	\$150,000
2000/2001	\$158,000
2002/2003	\$254,000
2003/2004	\$245,000
2004/2005	\$263,000
2005/2006	\$270,000
2006/2007	\$276,000

The RTA accepts that the grant levels are insufficient and the distribution of funds has been inequitable. There is no doubt that the reluctance of councils like Ku-ring-gai to take up the grants forced the RTA to increase the quantum of the grants in 2002-2003 and develop a more equitable distribution formula. As the offer for 2003-2004 was less than 2002-2003 and subsequent increases barely cover inflation, it appears that there is currently no RTA commitment to provide more adequate funding in future years.

The RTA is developing a new formula to provide a more even handed distribution without any initial reduction in a council's allocation. Several years ago, Councils were asked to provide additional infrastructure data to enable the formula to be introduced. A complete survey of the number and condition of facilities in the Ku-ring-gai area was completed and submitted to the RTA

Council was previously advised that the funds required to bring its traffic facilities up to a satisfactory standard was \$2,355,144 and the annual expenditure required to maintain the standard is \$589,274.

Funds allocated to councils that do not accept the grant are pooled. Each council is allowed to draw from the pool until funds are exhausted. It is considered that this arrangement does not materially affect councils (such as Ku-ring-gai) whose past grants have been inadequate because in previous years Council's allocation was usually fully expended early in the financial year. In fact, by submitting a significant number of work requests early in recent financial years, Ku-ring-gai has received more than its share of pooled funds of the grant offer because expenditures are not released by the RTA.

It is recommended that Council not accept the Traffic Facilities component for 2006-2007 and continue to monitor the impact of any changes during 2006-2007 when work has been assigned to the RTA.

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BLOCK GRANT ROADS

The RTA provides this component of the Block Grant to assist with maintenance of regional roads. In 1996, the RTA adopted a distribution formula to determine the allocation of funds amongst the 41 councils in the Sydney region. The formula takes into account heavy traffic, traffic volume, and pavement area based on the length of regional roads and number of lanes.

Since then the Regional Roads component has increased annually and for 2006-2007 is \$183,000.

It is proposed to use the Block Grant for heavy patching on the following regional roads in 2006-2007:

- ♦ Eastern Arterial Road
- ♦ The Comenarra Parkway
- ♦ Bobbin Head Road
- ♦ Kissing Point Road
- ♦ Stanhope Road

Acceptance of this component of the Block Grant is recommended.

BLOCK GRANT SUPPLEMENTARY ROAD COMPONENT

This was formerly known as the Ex 3x3 component of the Block Grant. The grant of \$82,000 is the same as that provided in previous years. These funds are available for any roadwork on regional roads as determined by Council. It has been the practice to use these funds for heavy patching on Regional Roads. In 2005-2006 these funds were used to undertake works at Eastern Arterial Road and Eastern Road. This grant will also be used to repair damaged guardrail sections on The Comenarra Parkway.

Acceptance of this component of the Block Grant is recommended.

CONSULTATION

Not applicable.

FINANCIAL CONSIDERATIONS

Acceptance of the RTA grants requires an equal contribution from Council totalling \$314,000. Provision has been made in the 2006 -2011 Management Plan Budget for this contribution.

Provision was made in the draft budget for matching a \$250,000 repair Program grant from the RTA as this has been the case for a number of years. Council is now required to contribute only \$225,000 as its share. The balance of \$25,000 will be available for use on local roads.

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In past years, Ku-ring-gai has demonstrated to the RTA its ability to carry out major additional works efficiently, economically and at very short notice. This has attracted additional grants late in the financial year sourced from funds not spent by other Councils. If Council is successful in lobbying for additional grants from the RTA for regional road works, then Council will be advised by a further report on the grant and how the Road Reserve budget will be adjusted.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Council's Finance and Business Development Section has been consulted in relation to the funding of the program.

SUMMARY

In September 2005 Council submitted a list of projects for the financial year 2006-2007 in the RTA program areas. By the attachment to the letter dated 10 July 2006, the RTA advised Council's component of the 2006-2007 State Roads Budget totaling \$855,000

The grants are provided annually and formal advice of acceptance is required by 1 October 2006.

It is recommended that Council accept the RTA Traffic Management grant of \$50,000, Road Safety grant of \$39,000 and Repair Program grant of \$225,000 The funding is conditional upon Council matching these funds on a dollar for dollar basis and completing the work by 30 June 2007.

The RTA provides funds to assist Council with the maintenance of regional roads. The Block Grant has a Traffic Facilities component of \$276,000, a Roads component of \$182,000, and a Supplementary Roads component of \$82,000.

Council has always accepted the Road component and the Supplementary Roads component of the Block Grant. Council has not previously accepted the Traffic Facilities component.

RECOMMENDATION

- A. That Council accepts the grant offer of \$50,000 for the Kissing Point Road cycleway extension under the Traffic Management Program.
- B. That Council accepts the grant of \$39,000 under the Road Safety Program.
- C. That Council accepts the grant of \$225,000 from the Roads and Traffic Authority under the 2006-2007 REPAIR Program for pavement rehabilitation of The Comenarra Parkway between Hicks Avenue and Stainsby Close and Lady Game Drive between Highfield Road and 500m south of Highfield Road.
- D. That Council not accept the Traffic Facilities component of the Regional Road Block Grant for 2006-2007 and continue to use RTA resources to carry out traffic facilities work.

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E. That Council accepts the Roads component of \$183,000 and the Supplementary Road Component of \$82,000 of the Regional Roads Block Grant for 2006-2007.

Alexx Alagiah Roger Guerin Greg Piconi

Pavements & Assets Manager Design & Director Technical Services

Engineer Projects

Attachments: RTA letter dated 10 July 2006 - 638630

Our Reference: Contact: Telephone: 238 5415 Mr John Gill 8814 2110

The General Manager Ku-ring-gai Council DX 8703 Gordon





Attention:

Roger Guerin

Manager Design & Projects

SUBJECT:

2006_2007 Program Funding

Dear Sir/Madam

Please find attached a list of funding allocations to Council for 2006_2007 following the release of the NSW State Budget. These amounts are shown in the attached table for all projects to be undertaken by Councils. Projects to be undertaken by the RTA are not included in the list.

The funding includes Block Grant and REPAIR Program funding allocations to assist Council to manage its Regional Roads. The Minister for Roads has also included a Supplementary Roads allocation under the Block Grant to be used at Council's discretion for works on Regional Roads.

The 2006_2007 Regional Road Block Grant Agreement applies to all funds for works accepted for the Block Grant components.

The funding listed in the attached table includes the provision of various Local Road initiatives for both road safety and amenity related projects. The table also includes funding allocations under the AUSLINK Blackspot Programme for which Council has already been advised under a separate letter around <u>April 2006</u>.

Individual program managers will be contacting council with regards to details of specific work and any special arrangements that might apply.

Council Funding and Project Acceptance:

The funds are provided in accordance with the Authority's document "Arrangements with Councils for Road Management" and require Council's formal acceptance of both the funding allocations and commitment to the works. Under the current Memorandum of Understanding (MOU) with Council the advice of the acceptance and commitment to the work(s) is required by 1 October 2006. Failure to comply might be interpreted that the work(s) will not be proceeding and the funds could be withdrawn and re-allocated.



Claim for Payments:

Payments to Council will follow the same format as last year, namely, Council has only to submit a claim for payment using the Recipient Created Tax Invoice (R.C.T.I) and not a Tax Invoice. However, claims for payment for works covered by the *Regional Road Block Grant Agreement* and the *Traffic Route Lighting Subsidy*, are not required as the Authority will make quarterly payments to Council during the 2006_2007 financial year. For the *Traffic Route Lighting Subsidy* the Authority will make this payment automatically to Council at the end of the 2006_2007 financial year.

In your submission of claims please include the <u>project number</u> and on the claim form as shown on the attached advice.

Project Completion:

Council is reminded that in line with the *Memorandum of Understanding* the State funded works should be targeted for completion no later than mid May 2007. However, projects with Program Position number commencing with 16__ should be undertaken as a matter of urgency. These projects are safety related and any delay could expose Council to litigation should an accident occur that could otherwise have been prevented. Desirably the works should be completed in the 2006 calendar year.

Please note that the advice of funds now contained on the attached sheet is for actual value of work and does not include GST - the 10% GST component will be added when the RTA makes payment.

A copy of the *Memorandum of Understanding* (MOU), which includes the *Program Management Cycle*, Key Requirements under the MOU and *Project Pro-formas* is available on the RTA Internet Web Site

http://whome.rta.nsw.gov.au/doingbusinesswithus/trafficfacilities/localcouncils/memorandumofunderstanding.html

10 JUL 2006

Yours faithfully

Council Liaison & Regional Projects Manager

KU-RING-GAI COUNCIL

2006_2007 Program Funding

ONLY for Projects undertaken by Council.

Does NOT include projects undertaken by RTA

Traffic Management Section: Contact ken Moon 8814 2965

PROJECT	PROGRAM	PROJECT DESCRIPTION	RTA
	POSITION		ALLOCATION
T/02366	17304	Kissing Point Rd on road cyclewy extensn	\$50,000
		Funded 50/50	
TOTAL			\$50,000

Road Safety: Contact Paul Murray 8814 2361

PROJECT	PROGRAM	PROJECT DESCRIPTION	RTA
	POSITION		ALLOCATION
082797	16106	KU-RING-GAI LGA ROAD SAFETY PROGRAM	\$39,000
TOTAL		Funded 50/50	\$39,000

Regional Roads: Contact John Gill 8814 2110

PROJECT	PROGRAM POSITION	PROJECT DESCRIPTION	RTA ALLOCATION
A/01904/07/C	12602	REPAIR REHAB The Comenarra Parkway, South Turramurra from Hicks Ave to Stainby Close Reconstruct with deeplift asphalt	\$125,000
		Funded 50/50	
A/01904/07/L	12602	REPAIR REHAB Lady Game Dr, Lindfield from Highfield	\$100,000
		Road to 500m south of Highfield Road Reconstruct with	, , , , , , , , , , , , , , , , , , , ,
		Deeplift Asphalt	
		Funded 50/50	
098484	17504	Block Grant TRAFFIC FACILITIES	\$276,000
A/04866	12601	Block Grant ROADS	\$183,000
A/04869	12604	Block Grant Supplementary Road Component	\$82,000
TOTAL			\$766,000

TOTAL Allocation		\$855,000
		+000,000

Item 16

S02627 11 August 2006

FIVE YEAR FOOTPATH PROGRAM 2006 TO 2011

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To seek Council's approval of a Five Year

Rolling New Footpath Program for the years

2006-2011.

BACKGROUND: On 30 April 2002, Council adopted a ranking

criterion for new footpaths where no formed footpath previously existed. Approximately 35% of the Ku-ring-gai area had formed footpaths and Council had \$12 million in its list of desirable capital works for new footpaths.

COMMENTS: The list of proposed footpaths has since been

expanded to include all paths within 500 metres of railway stations and the St Ives Shopping Centre and within 300 metres of suburban shops. Paths on both sides of all streets with more than 5,000 vehicles per day have also been added together with projects which were requested or petitioned for by residents in the past year. All projects have been prioritised in accordance with Council's adopted criteria. A proposed New Footpath Program for 2006-2007 and Draft New Footpath Rolling Program for 2007-2011 have been prepared for Council approval.

RECOMMENDATION: That Council adopts the 2006-2007 New

Footpath Program and the 2007-2011 Program

as a Draft Rolling Program.

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PURPOSE OF REPORT

To seek Council's approval of a Five Year Rolling New Footpath Program for the years 2006-2011.

BACKGROUND

On 30 April 2002, Council adopted a ranking criterion for new footpaths where no formed footpath previously existed. At that time only 32% of the Ku-ring-gai area had formed footpaths and Council had approximately \$12 million in its list of requested footpaths based on requests from residents dating from the 1970's.

Since that time Council has allocated approximately \$370,000 per annum in its budgets which has resulted in the construction of 13.2 kilometres of new footpaths and 9.0 kilometres of on-road cycleways.

COMMENTS

Earlier footpath programs were based on a list of paths requested by residents. Using data obtained from the Pavement Management System, it has been possible to map all existing footpaths in the Municipality. It became apparent that many streets close to railway stations and shops with significant pedestrian and vehicular traffic had no footpath, yet no request has been recorded.

Since then the list has been reviewed to include all streets within 500 metres of railway stations and the St Ives Shopping Centre and within 300 metres of suburban shops regardless of whether or not a request had been made. Paths on both sides of all streets with more than 5,000 vehicles per day have also been added together with projects which were requested or petitioned for by residents in the past year.

All projects have been prioritised in accordance with Council's adopted criteria.

With these additions, the estimated cost of all works on the list of proposed footpaths has grown from \$12 million in 2002 to \$19.2 million. The annual budget allocation has increased from \$365,000 to \$388,600.

Council funds its cycleway projects from the Footpath Program because the RTA provides funds for cycleways on a 50%/50% basis. The RTA has advised that Council will receive a grant in 2006-2007 of \$50,000 to extend the cycleway in Kissing Point Road, Turramurra towards Turramurra Railway Station. This grant must be matched by Council. Consequently, the total value of new works nominated for the 2006-2007 program is approximately \$440,000.

Following the gazettal of LEP 194, new development approvals are conditioned with the provision of new footpaths. Consequently, the program has been reviewed to remove these sites from the list, together with paths adjoining other known proposed major developments. At some locations where

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the topography makes construction impractical or extremely costly, footpaths have not been proposed where suitable alternative pedestrian routes are generally available.

The attached proposed 2006-2011 Five Year Rolling New Footpath Program is based on available funding for 2006-2007 and assumes similar annual allocations until the 2010-2011 program year.

CONSULTATION

Some residents have been advised on Council's draft program. Further consultation will take place prior to construction.

FINANCIAL CONSIDERATIONS

An amount of \$388,600 has been allocated in the Ku-ring-gai Council Management Plan 2006-2010 for the construction of new footpaths in 2006-2007. A further \$50,000 is available from RTA grants, making a total of \$438,600 for the 2006-2007 Footpath Program.

This does not include the amount allocated for the Business Centres which will be the subject of a further report.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Council's Finance and Business Section has been consulted in relation to the funding of the program.

SUMMARY

Prior to 2002, footpath construction programs were based on a list of paths requested by residents. Council adopted a ranking criterion for new footpaths where no formed footpath previously existed. Approximately 35% of the Ku-ring-gai area had formed footpaths and Council had approximately \$12 million in its list of desirable capital works for new footpaths

The list of proposed footpaths has since been expanded to include all paths within 500 metres of railway stations and the St Ives Shopping Centre and within 300 metres of suburban shops. Paths on both sides of all streets with more than 5,000 vehicles per day have also been added together with projects which were requested or petitioned for by residents in the past year.

All projects have been prioritised in accordance with Council's adopted criteria and a proposed New Footpath Program for 2006-2007 and Draft New Footpath Rolling Program for 2007-2011 prepared for Council approval

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RECOMMENDATION

That Council adopts the 2006-2007 New Footpath Program and the 2007-2011 program as a draft rolling program.

Roger Guerin Greg Piconi

Manager Design & Projects Director Technical Services

Attachments: Proposed 2006 to 2011 Rolling New Footpath Program - 650375

2006-2011 NEW FOOTPATH PROGRAM

SELECTION CRITERIA

2000 2011 11211 1 0011 / 11111 11001// 111						Don	nand	Shops	& Pail	Sch	ools	Hoen &	N Homes	Trs	ffic	Pa	rks	Ī		
								Criteria		Dist	Points	Dist	Points	Dist	Points	Vol	Points	Dist	Points	
								HIGH	10	<100m	5	<100m	5	<100m	3	>10000	5	<100m	3	
								MED	5	<200m	3	<200m	3	<200m	2	>5000	4	<200m	2	
						ΚN	ΙΑΡ	LOW	1	<300m	0	<300m	0	<300m	0	>2000 <2000	1	>200m	0	
No	Location	Current Est	Cum Total	Ward	Description	Old	New	Criteria	Points	Dist	Points	Dist	Points	Dist	Points	Vol	Points	Dist	Points	Total
200	6-2007 FOOTPATH	I PROGR	RAM	•			•		•	•	•	•	•	•	•	•			•	
1	KISSING POINT RD	100,000	100,000	С	CYCLEWAY - NORTH FROM EXISTING	15C1	29D			N	IOT RANI	KED - FUI	NDS NEE	DED TO	MATCH \$	50,000 R	TA GRAN	NT		
2	BOROMBIL ST	24,900	124,900	W	SCHOOL TO STATION - 2M WIDE- REF TRIM 615625	09C2	23A	MED	5	<100m	5	<100m	5	>300m	0	<2000	1	<100m	3	19
3	DUNOON AV	53,100	178,000	G	FULL LENGTH	22D2	50C	LOW	1	<100m	5	<100m	5	<100m	3	<2000	1	<100m	3	18
4	MONTEITH ST	47,800	225,800	С	ACCESS THROUGH BUSHLAND NORTH OF MONTROSE Rd	15B1	29B	HIGH	10	<300m	1	<300m	1	<200m	2	>2000	2	<200m	2	18
5	BOUNDARY ST	44,500	270,300	R	CONSTRUCT PEDESTRIAN RAMP WHERE STEPS CURRENTLY EXIST OPPOSITE ARCHER ST	35A4	63B	HIGH	10	>300m	0	<200m	3	>300m	0	>10000	5	>200m	0	18
6	KILLEATON ST	43,700	314,000	S	CARBEEN AV TO WARRIMOO AV - SOUTH SIDE	12D2	25A	HIGH	10	>300m	0	>300m	0	>300m	0	>10000	5	<100m	3	18
7	TRYON RD	32,700	346,700	R	NO 143 TO SYDNEY ST - FILLS GAP NEAR SCHOOL & SHOPS (PART CYCLEWAY)	29A4	57B	MED	5	<200m	3	<100m	5	>300m	0	>2000	2	<100m	3	18
8	BOBBIN HEAD RD	58,500	405,200	W	RUSHALL ST TO NO 11 EAST SIDE	16A2	31A	MED	5	>300m	0	<100m	5	>300m	0	>10000	5	<200m	2	17
9	YANKO RD	34,000	439,200	С	WALLALONG CR TO LOVAT ST SOUTH SIDE	21D4	49A	LOW	1	<100m	5	<200m	3	>300m	0	>10000	5	<100m	3	17
200	7-2008 DRAFT FO	ОТРАТН	PROGR	AM																
10	GROSVENOR RD	63,800	503,000	R	FOOTWAY N SIDE FROM 107 TO LADY GAME DV AC WITH SHOULDER & KERB	33A2	61C	HIGH	10	>300m	0	>300m	0	>300m	0	>5000	4	<100m	3	17
11	LOFBERG RD	62,300	565,300	С	YANKO RD TO INVERALLAN AV N SIDE	21C4	49B	MED	5	<200m	3	<100m	5	>300m	0	<2000	1	<100m	3	17
12	EUCALYPTUS ST	47,800	613,100	S	EXISTING PATH TO EASTERN ARTERIAL RD - SOUTH SIDE (CYCLEWAY)	17C3	38B	MED	5	>300m	0	<100m	5	>300m	0	>5000	4	<100m	3	17
13	KENDALL ST	9,600	622,700	С	EPPLESTONE PL TO PETROL STATION	21D3	49B	MED	5	>300m	0	<100m	5	>300m	0	>5000	4	<100m	3	17
14	BOBBIN HEAD RD	55,300	678,000	W	HUON PARK TO SCHOOL E SIDE	02D3	03D	LOW	1	>300m	0	<100m	5	<100m	3	>5000	4	<100m	3	16
15	BLYTHESWOOD AV	53,100	731,100	С	LOW LEVEL FOOTWAY & RETAINING WALL NORTHERN SIDE AT SCHOOL	09D2	23C	HIGH	10	>300m	0	<100m	5	>300m	0	<2000	1	>200m	0	16
16	FIDDENS WHARF RD	44,600	775,700	R	GOLF LINKS RD TO LADY GAME DRIVE SOUTH SIDE (CYCLEWAY)	28C1	56A	MED	5	<200m	3	<300m	1	>300m	0	>5000	4	<100m	3	16
17	CONGHAM RD	33,800	809,500	С	NOS 18/20 TO WALLALONG CR, SOUTH-EASTERN SIDE TO COMPLETE	26A3	49B	MED	5	<300m	1	<200m	3	<100m	3	<2000	1	<100m	3	16
18	RANDOLPH LANE	17,900	827,400	W	COMPLETE LANEWAY RANDOLPH ST TO BILLYARD AVE	09A3	17D	MED	5	>300m	0	<100m	5	<200m	2	<2000	1	<100m	3	16
200	08-2009 DRAFT FO	ОТРАТН	PROGR	AM																
19	WATTLE PL	37,200	864,600	С	ACCESS TO PARK IN YERAMBA AVE BETWEEN PROPERTIES	14C4	35B	HIGH	10	>300m	0	<200m	3	>300m	0	<2000	1	<200m	2	16
20	FIDDENS WHARF RD	36,100	900,700	G	GOLF LINKS RD TO NO 31 NORTH SIDE	28B2	56A	HIGH	10	>300m	0	>300m	0	>300m	0	>5000	4	<200m	2	16
21	ROMNEY RD	31,900	932,600	S	TOOLANG RD TO ELIZABETHAN PL EASTERN SIDE	11A3	19B	HIGH	10	>300m	0	<100m	5	>300m	0	<2000	1	>200m	0	16
22	MAWSON ST	31,900	964,500	S	ASHLAR ST TO MONA VALE RD	12A2	20A	LOW	1	<100m	5	<100m	5	<300m	1	<2000	1	<100m	3	16
23	KOOLA AV	28,700	993,200	G	EAST FROM SAIALA RD TO HEATH CL	24B3	46A	MED	5	<100m	5	<300m	1	>300m	0	>2000	2	<100m	3	16
24	WALKER AVE	25,500	1,018,700	S	MONA VALE RD TO GOWRIE CL	12A2	20A	LOW	1	<100m	5	<200m	3	<100m	3	<2000	1	<100m	3	16
25	BABBAGE RD	6,400	1,025,100	R	No 2 TO MALVERN AVE - WESTERN SIDE	30C4	58C	HIGH	10	<300m	1	>300m	0	>300m	0	>10000	5	>200m	0	16
26	THE COMENARRA PW	68,000	1,093,100	С	MAXWELL ST TO OPPOSITE RAVENHILL RD WEST SIDE	14D4	35D	LOW	1	<300m	1	<100m	5	>300m	0	>10000	5	<100m	3	15
27			1,161,100		EASTBOURNE AV TO FOX VALLEY RD WEST SIDE	08C3	22A	MED	5	>300m	0	<200m	3	>300m	0	>5000	4	<100m	3	15
28			1,214,200		IGNATIUS RD TO PADDY PALIN RESERVE	28C2	61A	MED	5	>300m	0	<200m	3	>300m	0	>5000	4	<100m	3	15
200)9-2010 DRAFT FO				1	1	1		I	l	1	l	I	1	1	ı		1	I	I
29	PROVINCIAL RD	65,900	1,280,100	R	LADY GAME DR TO PRIMULA ST SOUTH SIDE	28C2	56C	MED	5	<100m	5	<300m	1	>300m	0	<2000	1	<100m	3	15
			 			 	 		l	~ 100111	-	-	l	 	1	-		-		-

03C4 11B HIGH

>300m

>300m

>300m

>10000

>200m

15

62,400 1,342,500 W WAHROONGA AV TO NO 107 SOUTH SIDE (CYCLEWAY)

30 JUNCTION RD

2006-2011 NEW FOOTPATH PROGRAM

SELECTION CRITERIA

Dem	nand	Shops	& Rail	Sch	ools	Hosp & I	N Homes	Tra	ffic	Pa	rks
Criteria	Points	Dist	Points	Dist	Points	Dist	Points	Vol	Points	Dist	Points
HIGH	10	<100m	5	<100m	5	<100m	3	>10000	5	<100m	3
MED	5	<200m	3	<200m	3	<200m	2	>5000	4	<200m	2
LOW	1	<300m	1	<300m	1	<300m	1	>2000	2	>200m	0
		>300m	0	>300m	0	>300m	0	<2000	1		

No	Location	Current Est	Cum Total	Ward	Description	Old	New	Criteria	Points	Dist	Points	Dist	Points	Dist	Points	Vol	Points	Dist	Points	Total
31	BOBBIN HEAD RD	58,500	1,401,000	W	KARLOO ST TO BURNS RD WEST SIDE	16A2	18C	HIGH	10	>300m	0	>300m	0	>300m	0	>10000	5	>200m	0	15
32	BOBBIN HEAD RD	47,800	1,448,800	W	PENTECOST AVE TO RUSHALL EAST SIDE	16A2	24A	MED	5	>300m	0	<200m	3	>300m	0	>10000	5	<200m	2	15
33	JUNCTION RD	42,500	1,491,300	W	NO 40 TO WAHROONGA AVE - NORTHERN SIDE (CYCLEWAY)	03C2	11A	HIGH	10	>300m	0	>300m	0	>300m	0	>10000	5	>200m	0	15
34	HIGHFIELD RD	42,500	1,533,800	R	LADY GAME DV TO IGNATIUS RD - SOUTH SIDE	28C2	61A	MED	5	<200m	3	>300m	0	>300m	0	>5000	4	<100m	3	15
35	BALMARINGA AV	39,300	1,573,100	С	FULL LENGTH NORTH SIDE	20A3	35D	MED	5	<100m	5	<300m	1	>300m	0	<2000	1	<100m	3	15
36	MEMORIAL AV	34,000	1,607,100	S	LINCOLN RD TO MUDIES RD (CYCLEWAY)	11C2	19D	MED	5	>300m	0	<200m	3	>300m	0	>5000	4	<100m	3	15

K MAP

2010-2011 DRAFT FOOTPATH PROGRAM

37	KENDALL ST	43,500	1,650,600	С	RYDE RD TO INVERALLAN AV SOUTH SIDE	22C1	44C	MED	5	>300m	0	<100m	5	>300m	0	>2000	2	<100m	3	15
38	HUNTER AV	37,200	1,687,800	S	OLINDA PL TO EASTERN ARTERIAL RD SOUTH SIDE	18C3	38B	MED	5	>300m	0	<100m	5	>300m	0	>2000	2	<100m	3	15
39	PENTECOST AV	37,200	1,725,000	W	BOBBIN HEAD RD TO RAWSON CRSOUTH SIDE (CYCLEWAY)	10D1	24C	MED	5	<200m	3	<300m	1	>300m	0	>5000	4	<200m	2	15
40	STANLEY ST	25,500	1,750,500	S	HORACE ST TO YARRABUNG RD SOUTH SIDE	18A1	25D	MED	5	>300m	0	<200m	3	>300m	0	>5000	4	<100m	3	15
41	WARRINGTON AV	25,000	1,775,500	G	EXISTING PATH IN KOOLA AVE TO READING AV	24B2	46A	LOW	1	<100m	5	<100m	5	>300m	0	<2000	1	<100m	3	15
42	MONA VALE RD	24,400	1,799,900	S	RICHMOND AVE TO WILDFLOWER GARDEN ENTRANCE WEST SIDE (CYCLEWAY)	06C2	14A	MED	5	>300m	0	>300m	0	<200m	2	>10000	5	<100m	3	15
43	GRAYLING RD	22,800	1,822,700	С	KENDALL ST TO LOFBERG RD WEST SIDE	21D4	49B	MED	5	<300m	1	<100m	5	>300m	0	<2000	1	<100m	3	15
44	LADY GAME DR	21,800	1,844,500	R	BRADFIELD RD TO MOORE AV SOUTH SIDE TO COMPLETE (CYCLEWAY)	27C4	55D	LOW	1	<100m	5	<300m	1	>300m	0	>10000	5	<100m	3	15
45	MONTREAL AV	20,000	1,864,500	R	FULL LENGTH SOUTH SIDE	27C4	55D	MED	5	<200m	3	<200m	3	>300m	0	<2000	1	<100m	3	15
46	LOVAT ST	14,100	1,878,600	С	FULL LENGTH	21D3	49B	LOW	1	<100m	5	<200m	3	<200m	2	<2000	1	<100m	3	15
47	READING AV	10,800	1,889,400	G	FULL LENGTH	24B2	46A	MED	5	<100m	5	<300m	1	>300m	0	<2000	1	<100m	3	15
48	WANDELLA AV	10,400	1,899,800	R	VICTORIA ST TO BOUNDARY ST - SEE TRIM 610521	35A1	62D	HIGH	10	>300m	0	<300m	1	>300m	0	>2000	2	<200m	2	15
49	ROSEDALE RD	79,700	1,979,500	G	CAMERON RD TO SAGE ST WEST SIDE (CYCLEWAY)	17C2	38A	LOW	1	<300m	1	<100m	5	>300m	0	>5000	4	<100m	3	14
50	GLENCROFT RD	13,800	1,993,300	R	BANCROFT AVE TO LORD ST - EAST SIDE - 140M COMPLETES AREA	34A4	62D	LOW	1	>300m	0	<100m	5	<100m	3	>2000	2	<100m	3	14

CAPITAL WORKS PROGRAM FOR TRAFFIC FACILITIES 2006 TO 2011

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To seek Council approval for the Capital Works

Program for Traffic Facilities for 2006-2011.

BACKGROUND: Council has adopted a priority ranking system

for traffic facilities on Council controlled roads. Regular annual revision of the rolling Traffic Facilities Program is necessary subsequent to further investigation and resident consultation

and RTA funding availability.

COMMENTS: Projects are ranked in Council's priority order

and assume an ongoing funding allocation of about \$150,000 per annum in future Council management plans. No RTA funds are available for Council's 2006-2007 Traffic Facilities Program. No allowance has been made in the Program for future funding grants from the RTA because the size and number of these grants

cannot be predicted

RECOMMENDATION: That Council adopts the 2006-2007 Traffic

Facilities Program and the draft 2007-2011

Program.

PURPOSE OF REPORT

To seek Council approval for the Capital Works Program for Traffic Facilities for 2006-2011.

BACKGROUND

On 1 July 2003, Council adopted a priority ranking system for traffic facilities on Council controlled roads.

Prior to adopting the ranking criteria, Council had relied on various RTA grant allocations based on resident requests to determine the annual traffic facilities program. Detailed design and consultation often did not commence until receipt of the RTA grants, resulting in many project delays and deferments.

In order to streamline the process, Council has adopted a prioritised five year rolling program of works to enable earlier planning and resident consultation to take place prior to the receipt of RTA grant funding.

The program priorities of the RTA vary from year to year and do not necessarily align with Council's own priorities. The value of the RTA Traffic Management Program grants, which usually must be matched by Council, varies considerably from year to year and funding offers are not advised until after the State Budget is announced in July.

Consequently, Council can not allow for its matching share of the RTA Traffic Management Program grants in its Management Plan or select a Traffic Facilities Program with any certainty. In previous years, Council was offered the following funds under its Traffic Management Program:

Program Year	Amount
2003-2004	\$47,000
2004-2005	NIL
2005-2006	\$269,000

By letter dated 10 July 2006, the RTA offered Council \$50,000 in the 2006-2007 Program for the extension of the Kissing Point Road cycleway. As Council includes cycleways in its Footpath Program, there will be no RTA funds available for Council's 2006-2007 Traffic Facilities Program.

COMMENTS

Council now submits a prioritised list of approved projects to the RTA for funding. Because the RTA uses its own criteria to select projects, the grant offers are not always those at the top of Council's own priority list. Therefore, the total value of the list of projects submitted to the RTA should be several times the likely value of the annual grant offers.

S03753

Item 17 10 August 2006

On 23 August 2005, Council adopted the 2005-2006 Traffic Facilities Program and the draft 2006-2010 Program. Regular annual revision of the rolling program is necessary.

Following further consultation, some projects were amended, deferred or deleted. These projects have been reviewed and where appropriate, included in the proposed 2006-2011 Traffic Facilities Program together with additional projects approved by the Ku-ring-gai Traffic Committee in the past year.

Two projects on Regional Roads have been removed from the program because they are too costly for Council to consider without financial assistance. These are the intersection of Burns Road and Bobbin Head Road and the intersection of The Comenarra Parkway and Fox Valley Road. Funding Assistance is being sought from the RTA and Federal Black Spot Program and, if successful, these projects will be reconsidered in the next program review.

Treatment of the intersection of Archbold Road and Chelmsford Avenue has been removed from the program because Council has resolved not to install right turn restrictions and instead request the installation of a speed camera.

The projects in the program are ranked in Council's priority order and assume an ongoing funding allocation of about \$150,000 per annum. No allowance has been made for future funding grants from the RTA because the size and number of these grants, if any, cannot be predicted. It will therefore be necessary to revise the Traffic Facilities Program annually beyond the current year as the funding situation may depend on RTA grants.

The 2007-2011 Program will be submitted to the RTA as Council's nominated projects for funding under the various RTA program areas.

CONSULTATION

Consultation has taken place on projects considered by the Ku-ring-gai Traffic Committee, but further investigation and resident consultation will be required during the detailed design stage when projects are selected for funding.

FINANCIAL CONSIDERATIONS

An amount of \$151,100 has been allocated in the Ku-ring-gai Council Management Plan 2006-2010 for the construction of new traffic facilities in 2006-2007.

The RTA has offered Council \$50,000 in its 2006-2007 Traffic Management Program for the extension of the Kissing Point Road cycleway. Council's matching \$50,000 has been allowed for in the 2006-2007 Footpath Program.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Finance and Business Development have been consulted with regard to available funding.

SUMMARY

Council has adopted a priority ranking system for traffic facilities on Council controlled roads. Regular annual revision of the rolling Traffic Facilities Program is necessary subsequent to further investigation and resident consultation and RTA funding availability. Projects are ranked in Council's priority order and assume an ongoing funding allocation of about \$150,000 per annum.

In 2006 -2007, the RTA did not provide any grants for traffic facilities works. However, the draft 2007-2011 Program will be submitted to the RTA as Council's priority list for funding consideration and future programs will be revised annually as the funding situation is determined.

RECOMMENDATION

That Council adopts the 2006-2007 Traffic Facilities Program and the draft 2007-2011 Program.

Roger Guerin Greg Piconi

Manager Design & Projects Director Technical Services

Attachments: 2006-2007 Traffic Facilities Program and Draft 2007-2011 Traffic

Facilities Program - 650384

TRAFFIC FACILITIES PROGRAM - 2006-2011

Primary Road	Intersecting Road/between	Suburb	Ward	Total Accidents in 5 years	Total Score (%)	Estimated Cost	Cum Cost	Possible Treatment
2006-2007 TRAFF	IC FACILITIES PROGRAM							
Yarrabung Rd	Catherine St/College Cr	St Ives	S	3	68	50,000	50,000	Further investigation required – possibly channelisation/intersection improvements
Bobbin Head Rd	Normurra Ave	N Turramurra	W	4	61	60,000	110,000	Further investigation required
Yarrabung Rd	Stanley Street	St Ives	S	1	55	50,000	160,000	Further investigation required – possibly traffic management devices
2007-2008 DRAFT	TRAFFIC FACILITIES PRO	GRAM				·		
Douglas St	Acron Rd	St Ives	S	3	57	80,000	80,000	Roundabout, to resolve right-angle collisions
Lofberg Rd	Grayling Rd	West Pymble	С	2	54	50,000	130,000	Further investigation required – possibly traffic management devices
2008-2009 DRAFT	TRAFFIC FACILITIES PRO	GRAM				·		
Eastern Rd	Braeside St	Wahroonga	W	10	53	50,000	50,000	Further investigation required – possibly channelisation/intersection improvements
Werona Ave	Robert St	Gordon	G	4	53	50,000	100,000	Kerb blisters at crossings (but possible signals in future?)
Kissing Pt Rd	Catalpa Cr (sth)	Turramurra	С	5	52	50,000	150,000	Further investigation required to resolve right- angle collisions
2009-2010 DRAFT	TRAFFIC FACILITIES PRO	GRAM				·		
Bannockburn Rd	Rushall St	Pymble	W	1	50	30,000	30,000	Further investigation required - roundabout not feasible
Powell St	Karranga Ave/Wattle St	Killara	G	4	52	80,000	110,000	Adjust crossfall to provide adequate superelevation in westbound direction
Link Rd	Newhaven PI	St Ives	S	3	51	20,000	130,000	Realignment of slip road and adjustment to pedestrian fence

Primary Road	Intersecting Road/between	Suburb	Ward	Total Accidents in 5 years	Total Score (%)	Estimated Cost	Cum Cost	Possible Treatment
2010-2011 DRAF	TRAFFIC FACILITIES PRO	GRAM						
Woodbury Rd	Between Hume Ave and Aronia Rd	St Ives	S	2	51	150,000	150,000	Further investigation required – possibly three traffic managemement devices
	uncil - seeking RTA and Fed		stance	20	51	1,250,000		Fully controlled right turns on all approaches.
Dullis Ita	Bobbiii Ficad Rd	Turramaria		20	31	1,230,000		2 Lanes each way Burns Road
Comenarra Pwy	Fox Valley Rd	Wahroonga		14	56	1,900,000		Realign northern leg Fox Valley Rd, install double diamond phasing (see SDA M'plan)

Item 18

S02425 12 August 2006

COMMUNITY CONSULTATION ON ENTRY SIGNS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To report on the outcome of the public

exhibition of the proposed entry sign designs.

BACKGROUND: At Council's meeting of 27 June 2006, Council

considered a report on the preferred three options for the design of the entry signs. Council

resolved to place the design options on public

exhibition for a period of 28 days.

COMMENTS: Council received thirteen (13) responses to the

public exhibition and several residents indicated that they preferred the leaf style design while others objected to the funds being spent on the entry signs. Generally there was not a high response to the exhibition, and therefore, it could be argued that there is not a high community opposition to the project. Also, funding is being provided from the bus shelter advertising revenue and not from general rates.

That Council notes the comments from the community on the entry sign and selects a

preferred option for the installation of the entry

signs.

RECOMMENDATION:

S02425 12 August 2006

PURPOSE OF REPORT

To report on the outcome of the public exhibition of the proposed entry sign designs.

BACKGROUND

At Council's meeting of 27 June 2006, Council considered a report on the preferred three options for the design of the entry signs. Council resolved to place the design options on public exhibition for a period of 28 days.

The concept designs were placed on public exhibition in the local press, on Council's web site and displays were provided in Council's Administration Building and libraries. A copy of the display material is **attached** to this report. The display commenced in early July 2006 and closed on 11 August 2006 thus complying with the statutory period of 28 days of public exhibition.

COMMENTS

Council received thirteen (13) responses to the public exhibition and several residents indicated that they preferred the leaf style design while others objected to the funds being spent on the entry signs. Generally there was not a high response to the exhibition, and therefore, it could be argued that there is not a high community opposition to the project. Also, funding is being provided from the bus shelter advertising revenue and not from general rates.

Given the above, it is considered appropriate for Council to determine the preferred design for the entry signs and advise the consultant to commence detailed design, site investigation and consultation, manufacture and installation.

However, further assessment of the material and colour composition will be required and the consultant will be requested to provide Council with further options on these details.

CONSULTATION

Consultation has taken place in the form of a 28 day public exhibition.

FINANCIAL CONSIDERATIONS

Council has provided up to \$125,000 for the design and installation of the entry signs to be erected on the Council boundaries on major and sub arterial roads.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Consultation has taken place with Community Services with regard to public art designs and aboriginal background details for the signs.

18 / 3

Item 18

S02425 12 August 2006

SUMMARY

The concept designs have been placed on public exhibition and while there was some opposition for the entry signs there was support for the leaf style design.

Funding has been made available from the bus shelter advertising revenue and the signs will not be funded from general rate revenue.

It is considered appropriate for Council to now select the preferred design and advise the consultant to commence detailed design and program for installation by November 2006.

RECOMMENDATION

That Council notes the comments from the community on the entry sign and selects a preferred option for the installation of the entry signs.

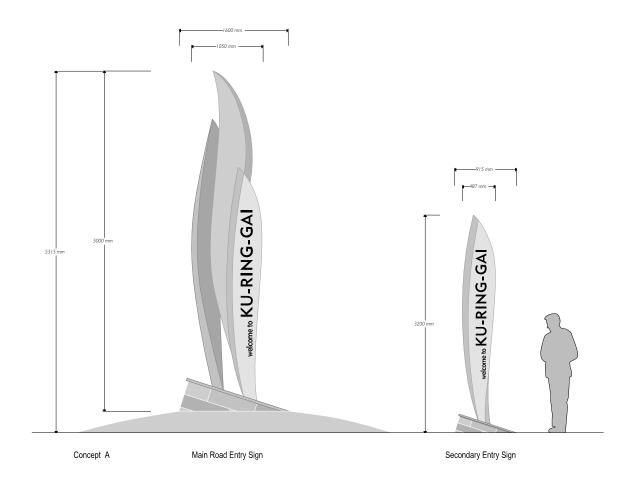
Greg Piconi

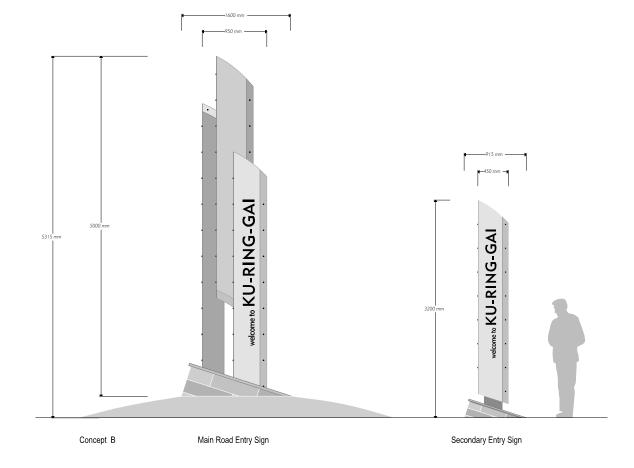
Director Technical Services

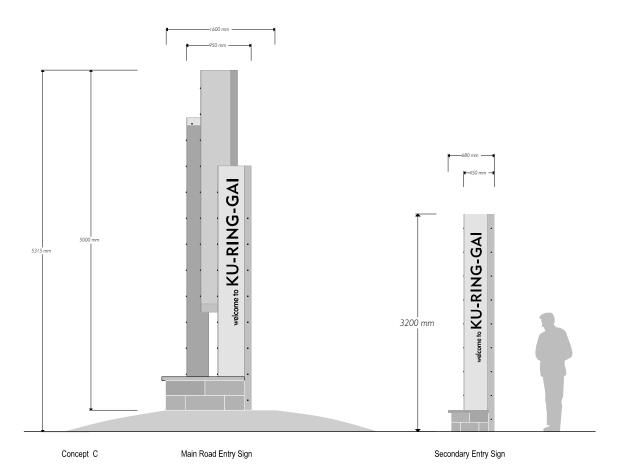
Attachments: Concept design displays for public exhibition

Notification information relating to public exhibition process

Summary of responses to exhibition - Confidential







PROPOSED INSTALLATION OF ENTRY SIGNS

Council is proposing to install new 'Entry Signs' in the road reserve area on the Council border at the following locations:

- a. Each end of the Pacific Highway at Roseville and Wahroonga
- b. Mona Vale Road at St Ives
- c. Ryde Road at West Pymble
- d. Junction Road at Wahroonga
- e. Archbold Road at Roseville
- f. Boundary Street at Roseville
- g. Lady Game Drive at Lindfield
- h. The Comenarra Parkway at Wahroonga.

The entry signs are intended to represent a new era for Ku-ring-gai with the Council area on the verge of major change. Ku-ring-gai has been typically characterised by large stately homes built in a heavily treed environment adjoining national parks and bushland reserves. The shopping centres tend to be small scale village type shopping centres around the railway stations. The area is traversed by two major arterial roads being the Pacific Highway and Mona Vale and Ryde Roads.

The design of the entry signs is intended to reflect the following characteristics:

- The history of the area.
- The heritage values of Ku-ring-gai in terms of the built environment and recognition of the indigenous people and their background.
- The bushland and tree landscape including threatened species.
- Existing signage and bus shelter themes and colours
- · Council's cultural background.
- Modern and innovative.

Council's design consultant has prepared three (3) concept options for the proposed entry signs following consultation with Council and representatives of the community.

Written submissions are now invited and will close on 11 August 2006

please quote reference no. \$02425

Copies of the displays can be viewed at:

Council's Administration Building 818 Pacific Highway Gordon

Council's Website www.kmc.nsw.gov.au Council's Libraries Gordon St Ives Lindfield

Linatiela

Any enquiries relating to the proposal should be addressed to Mr Greg Piconi, Director Technical Services on (02) 9424 0796 during office hours.





KU-RING-GAI COUNCIL NEWS

celebrating 100 years 1906 - 200



Mayoral message

sdfs



News & events

National Tree Day - plant 1000 trees
Help plant a tree for National Tree Day at
Bicentennial Park on Sunday July 30 from 10am
- 2pm. BBQ, live music and environmental
displays. More info on website or 9988 0134.

Safer driving for seniors - workshop series in August Council will hold workshops for seniors drivers aged over 60 years during August and September. Held over three consecutive Thursdays, the workshop focuses on age-specific factors and use an interactive approach. Book early for these popular free workshops by contacting Maria Russo on 9424 0843.

Development applications

į	DA	Applicant	Address	Description
	706/06	Mr S Gunns C/- Architrade Pty Ltd	67 Mona Vale Rd, Pymble	Heritage property - boundary realignment then constructu detached dual occupancy and alterations to existing dwelling
	707/06	Mr S. Gunns C/- Architrade Pty Ltd	67 Mona Vale Rd, Pymble	Heritage property - construct attached dual occupancy

Submissions close August 14, 2006. Development applications can be viewed at Council's Customer Service Centre from 8.30am to 5.00pm on weekdays.

Next meeting

Tuesday July 18, 2006 7pm - Ordinary Meeting Council meetings are held at Council Chambers. Level 3, 818 Pacific Highway, Gordon. Parking is available behind the Council Chambers off Dumaresq Street. All residents are welcome to attend.

Proposal for entry signage

Council is proposing to install new 'Entry Signs' in the road reserve area on the Council border at the following locations:

- a. Each end of the Pacific Highway at Roseville and Wahroonga
- b. Mona Vale Road at St Ives
- c. Ryde Road at West Pymble
- d. Junction Road at Wahroonga
- e. Archbold Road at Roseville
- f. Boundary Street at Roseville
- g. Lady Game Drive at Lindfield
- h. The Comenarra Parkway at Wahroonga.

The entry signs are intended to represent a new era for Ku-ringgai with the Council area on the verge of major change.

The design of the entry signs is intended to reflect the following characteristics:

- . The history of the area.
- · The bushland and tree landscape including threatened species.
- · Existing signage and bus shelter themes and colours.
- Council's cultural background.
- · Modern and innovative.

Council's design consultant has prepared three concept options for the proposed entry signs following consultation with Council and representatives of the community.

Written submissions are now invited. Submissions will close at 5pm on Friday August 11. Please quote reference no. S02425 and post to Locked Bag 1056, Pymble 2073.

More information is available from Counci's website at: www.kmc.nsw.gov.au or from any of the four branch libraries or the Customer Service Centre at 818 Pacific Highway Gordon.

Enquiries relating to the proposal should be addressed to Mr Greg Piconi, Director Technical Services on (02) 9424 0796 during office hours.

John McKee, General Manager

Cr Elaine Malicki Mayor of Ku-ring-gai

COUNCIL FACILITIES COMMITTEE CHARTER

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To seek Council's endorsement of the draft

charter for the new Council Facilities

Committee.

BACKGROUND: Council considered a Notice of Motion by

Councillor Ebbeck at its meeting of 18 July 2006 to establish a new Council Facilities Committee. Council resolved to establish the committee and the first meeting was held on

9 August 2006.

COMMENTS: At the meeting, the draft charter for the new

Council Facilities Committee was presented and the committee discussed the composition and wording of the draft charter. The draft charter was amended by the committee and the General Manager advised that the charter would be

reported to Council for adoption.

Legal advice has been obtained from Council's solicitor with regard to the authority of the committee and the compliance of the Charter under the Local Government Act and Council's

Code of Meeting Practice.

RECOMMENDATION: That the Charter for the new Council Facilities

Committee as attached be adopted.

S05043 12 August 2006

PURPOSE OF REPORT

To seek Council's endorsement of the draft charter for the new Council Facilities Committee.

BACKGROUND

Council considered a Notice of Motion by Councillor Ebbeck at its meeting of 18 July 2006 to establish a new Council Facilities Committee. Council resolved to establish the committee and the first meeting was held on 9 August 2006.

Council resolved to establish a new Facilities Committee consisting of a core group of 4 Councillors, noting that all interested Councillors and senior staff are invited to attend, and all attendees will have equal participative rights at the committee.

Consequently, a draft charter was prepared and presented to the committee at its first meeting. Also, questions were raised about the legalities of the committee under the draft charter and legal advice was obtained by the General Manager. A copy of the advice is **attached** to this report.

COMMENTS

At the meeting, the draft charter for the new Council Facilities Committee was presented and the committee discussed the composition and wording of the draft charter. The draft charter was amended by the committee and the General Manager advised that the charter would be reported to Council for adoption.

A copy of the draft charter was distributed to the Councillors and to Council's solicitor for comment and suggested amendments. **Attached** is a copy of the revised charter for the new Council Facilities Committee that is now required to be adopted by Council.

Also, Council resolved to amend the charter to allow representation from each of the Wards and hence, this amendment is contrary to Council's resolution of the meeting of 18 July 2006. Consequently, Council will need to rescind the resolution relating to the composition of the committee in order to adopt the representation indicated in the revised charter.

CONSULTATION

Consultation has taken place with Council's solicitor on the composition of the Charter with regard to the Local Government Act and Council's adopted Code of Meeting Practice.

FINANCIAL CONSIDERATIONS

Not applicable

Item 19

S05043 12 August 2006

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

All relevant departments of Council have been consulted on the composition of the charter and involvement in the new Council Facilities Committee.

SUMMARY

Council resolved to establish a new Council Facilities Committee and the first meeting of the committee was held on 9 August 2006. The committee considered the draft charter for the committee and made appropriate amendments to the charter prior to it being forwarded to Council for adoption.

Legal advice has been obtained from Council's solicitor with regard to the authority of the committee and the compliance of the Charter under the Local Government Act and Council's Code of Meeting Practice.

RECOMMENDATION

That the Charter for the new Council Facilities Committee as attached be adopted

Greg Piconi John McKee **Director Technical Services** General Manager

Attachments: Memorandum to Councillors - 649378

Charter for adoption by Council - 651121

Confidential - Legal advice

MEMORANDUM

TO: Mayor

Councillors

FROM: General Manager

SUBJECT: Council Facilities Committee

In response to a number of queries from Councillors in relation to the Authority of the Council Facilities Committee due to meet tomorrow at 10:00am, I have obtained legal advice from John Boland, MatthewsFolbigg, which is attached.

In addition to the advice, I would propose that the draft Charter as amended at tomorrow's meeting is subsequently forwarded to Council for formal ratification.

For your information.

John McKee

General Manager

COUNCIL FACILITIES COMMITTEE CHARTER

Charter of Responsibility

Authority and functions of the Committee

The Committee exercises its functions under section 355 (b) of the Local Government Act.

Conduct of the meetings of the Committee are covered under section 360 of the Local Government Act and associated regulations.

Objectives

- 1. To report and make recommendations to Council on proposed strategies for new and existing facilities, including town centres.
- 2. To develop funding strategies for these facilities.
- 3. To make recommendations on the priorities for Council Facilities.
- 4. To develop methodology for Council's property portfolio management.
- 5. To undertake other matters referred to the Committee by Council.

Chairperson

The Chairperson of the Council Facilities Committee will be a Councillor of Ku-ring-gai Council appointed by Council.

Membership

Membership of the Council Facilities Committee will consist of Councillors and staff of Council as follows:

- One (1) Councillor from each Ward
 (Note: if a Councillor from a Ward does not nominate for the Committee,
 the core membership may be reduced accordingly).
- General Manager
- Director Finance and Business
- Director Open Space and Planning
- Director Community Services
- Director Technical Services
- Other interested Councillors
- Other staff as required

651121 1 of 3

Appointment to Committee

Appointment to the Committee is on an annual basis with the members being appointed by Council.

Quorum

The quorum will require a minimum of four (4) Councillors, two (2) of whom will be elected by Council as members of the committee. In the event that the Chair or Deputy Chair as elected by Council is not able to attend the meeting, a Councillor will be elected to Chair the meeting.

Role of Staff

Staff required to attend the Committee will participate equally with Councillors in terms of discussion and debate but do not have any voting rights for recommendations from the Committee.

Representation

Representatives of the community or other organisations may be invited or requested to address the Committee on matters on the agenda. Council Facilities Committee will generally not be open to members of the public, however, should the committee wish, it may open the meeting to the public.

Scope

The scope of the Committee will encompass Council facilities, strategies and priorities, including but not limited to:

- ♦ Council buildings
- Public domain areas
- Car parks in the Town Centres
- Council Depot
- North Turramurra Recreation Area
- Aquatic Centre
- West Pymble Pool
- Parks and recreation areas
- New open space acquisitions
- New facilities and funding options

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Any matter that is considered to impact on other committees of Council may need to be referred to the relevant committee for information or consideration prior to be fully considered by this committee and referring any recommendation to Council.

Meetings

The Committee is to meet quarterly or more frequently as required providing there is sufficient material to be considered. The General Manager and the Chairperson of the Committee will determine whether there will be sufficient matters before the Committee to hold a meeting.

Meetings will be held in the Ante Room, Council Chamber or other suitable location. The location and starting time and date will be advised on the agenda.

Report to the Committee

The Committee will make recommendations to Council on all reports on the agenda items.

Dissemination of Information

Notes of each meeting will be taken and provided to Councillors. Additionally, notes will also be provided to other committees/working parties of Council if considered to be relevant and appropriate. The information will be made available on Council's website with the exception of any matter considered to be confidential.

General Business

Members of the Committee may raise special matters that they believe are within the charter given to the Committee for consideration and a report will be prepared on the matter by Council's Officers for a future meeting of the Committee.

Administrative Support

Administrative support will be provided for the preparation of the agenda, recording of the minutes and distribution of the agenda and business papers.

Urgent Reports

Any matters of an urgent nature which would normally be considered by the Council Facilities Committee may be reported directly to Council.

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2005 TO 2006 BUDGET REVIEW 4TH QUARTER ENDED **JUNE 2006**

EXECUTIVE SUMMARY

To present to Council the end of year financial **PURPOSE OF REPORT:**

review for 2006.

This review analyses the financial performance of **BACKGROUND:**

the Council for the year ended 30 June 2006.

Council's budgetary position for the year ended 30 **COMMENTS:**

June 2006 provided a surplus of \$15,247,521 compared to a budgeted surplus of \$9,070,700.

That Council receive and note the contents of this **RECOMMENDATION:**

report.

PURPOSE OF REPORT

To present to Council the end of year financial review for 2006.

BACKGROUND

This is a statutory requirement under the Local Government Financial Management Regulation 1999, Part 2 Clause 7 and it is an essential aspect of Council's financial management.

At the Council meeting held on 14 June, Council adopted the 2005-2009 Management Plan, which incorporated the annual budget for Council for 2005/2006. The resolution adopting this Management Plan was under Minute 228.

COMMENTS

General Budgetary Position

This review analyses the overall financial performance of Council by responsibility centre comparing actual expenditure and revenue against budget as at 30 June 2006. Council's budgetary position for the year ended 30 June 2006 is within expectations.

The operating result for the 2005/06 financial year was a surplus of \$15,247,521 compared to a budgeted surplus of \$9,070,700, a positive variance of \$6,176,821.

In terms of variations that are associated with restricted assets, Domestic Waste ended the year with a positive variation of \$1,170,243. Council has also received \$9,290,693 in Section 94 Contributions against a budget of \$4,700,000 leaving a positive variation for the year of \$4,590,693. In addition, there is a positive variation of Section 94 interest of \$806,411. As all these amounts are externally restricted, it is appropriate that they are removed from the general budgetary surplus. This results in a budget variance of (\$390,526).

The sale and write-off of assets throughout the year resulted in a net loss of \$329,067 and depreciation was \$38,582 under budget. These are accounting book entries and as such does not affect Council's general revenue budget.

In summary the operating budget for Council, allowing for the above adjustments results in a deficit of \$100,041.

It should be noted that Council's annual financial statements are still subject to audit and as such the figures shown in this report may vary as a result of completing end of year accounts. A report on the final result for the year will be presented to Council with the annual financial statements in September 2006.

This total variance is broken down as follows:

COUNCIL	Actual YTD	Budget YTD	Variance
Expenditure	\$71,047,814	\$71,309,300	(\$261,486)
Income	\$86,295,335	\$80,380,000	\$5,915,335
Sub Total	\$15,247,521	\$9,070,700	\$6,176,821
Less External Restricted Variances			(\$6,567,347)
Add Back Sale & write off of assets			329,067
Less Depreciation variances			(\$38,582)
Net Result			(\$100,041)

Variations at a departmental level are highlighted in the table below:

	20	005/2006 Financial Ye	ar
DEPARTMENT	Actual	Rev Budget	Variance
	\$	\$	\$
CIVIC MANAGEMENT	2,684,379	2,501,800	(182,579)
COMMUNITY SERVICES	6,991,948	6,751,000	(240,948)
DEVELOPMENT & REGULATION	2,329,761	2,351,000	21,239
FINANCE & BUSINESS	(45,036,993)	(39,607,500)	5,429,493
OPEN SPACE	7,372,818	7,587,300	214,482
PLANNING & ENVIRONMENT	1,003,119	1,030,800	27,681
TECHNICAL SERVICES	10,163,114	9,903,600	(259,514)
WASTE MANAGEMENT	(755,668)	411,300	1,166,968
NET EXPENDITURE / (REVENUE)	(15,247,521)	(9,070,700)	6,176,821

Variances by Responsibility Centre

		2005/2006 Financial Year							
CIVIC MANAGEME	NT	Actual	Rev Budget	Variance					
		\$	\$	\$					
Councillor Support	TOTAL EXPENSE	569,159	519,200	(49,959)					
Councillor Support	NET EXPENDITURE	569,159	519,200	(49,959)					
				4					
Executive Support	TOTAL EXPENSE	807,100	779,300	(27,800)					

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		200	5/2006 Financial `	Year
CIVIC MANAGEME	NT	Actual	Rev Budget	Variance
	1	\$	\$	\$
Executive Support	TOTAL REVENUE	224	0	(224)
Executive Support	NET EXPENDITURE	806,876	779,300	(27,576)
Human Resource Management	TOTAL EXPENSE	1,357,837	1,254,400	(103,437)
Human Resource Management	TOTAL REVENUE	49,493	51,100	1,607
Human Resource Management	NET EXPENDITURE	1,308,344	1,203,300	(105,044)
NET EXPENDITURE / (REVENUE)		2,684,379	2,501,800	(182,579)

Councillor Support

Councillor Support completed the year \$49,959 or 9.6% over budget. This was primarily due to increased employee, consultancy and catering costs.

Executive Support

Executive Support was \$27,576 or 3.6% over budget. This expenditure variation is mainly due to increased media releases, legal fees and contractors.

Human Resource Management

Human Resource Management completed the year \$105,044 or 8.7% over budget. The variation is primarily due to an increase in recruitment costs (\$30,000) and consultants fees (\$11,000) associated with the recruitment of the General Manager. There were also overruns in legal costs (\$36,000) relating to industrial relations issues, and employee costs (\$13,000).

		2005/2006 Financial Year		/ear
COMMUNITY S	ERVICES	Actual	Rev Budget	Variance
		\$	\$	\$
Community Development	TOTAL EXPENSE	2,805,278	2,949,000	143,722
Community Development	TOTAL REVENUE	1,763,371	1,933,900	170,529
Community Development	NET EXPENDITURE	1,041,907	1,015,100	(26,807)
Community Facilities Unit	TOTAL EXPENSE	1,016,296	1,273,100	256,804
Community Facilities Unit	TOTAL REVENUE	576,579	727,100	150,521
Community Facilities Unit	NET EXPENDITURE	439,717	546,000	106,283
Corporate Communications	TOTAL EXPENSE	287,257	300,900	13,643
Corporate Communications	NET EXPENDITURE	287,257	300,900	13,643
Cultural Services	TOTAL EXPENSE	1,032,058	973,600	(58,458)
Cultural Services	TOTAL REVENUE	703,135	749,400	46,265

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		200	ear ear	
COMMUNITY SEF	RVICES	Actual Rev Budget \$		Variance \$
Cultural Services	NET EXPENDITURE	328,923	224,200	(104,723)
Customer Services	TOTAL EXPENSE	917,721	885,700	(32,021)
Customer Services	TOTAL REVENUE	19,429	22,000	2,571
Customer Services	NET EXPENDITURE	898,292	863,700	(34,592)
Library Services	TOTAL EXPENSE	3,849,720	3,669,800	(179,920)
Library Services	TOTAL REVENUE	313,267	293,000	(20,267)
Library Services	NET EXPENDITURE	3,536,453	3,376,800	(159,653)
Management Support – Community Services	TOTAL EXPENSE	459,499	424,300	(35,099)
Management Support – Community Services	TOTAL REVENUE	100	0	(100)
Management Support – Community Services	NET EXPENDITURE	459,399	424,300	(35,099)
NET EXPENDITURE / (REVENUE)		6,991,948	6,751,000	(240,948)

Community Development

Community Development was \$26,807 or 2.6% over budget. This was primarily due to savings in expenditure of \$139,000 (internal service savings) and income of \$170,000 (rental income and grants) not realised during the year.

Community Facilities Unit

Community Facilities Unit was \$106,283 or 19.4% under budget. This variation is mainly due to savings in employee costs (\$30,000), rental rebates (\$142,000) and internal transactions (\$82,000). The savings in rental rebates is offset by rental income of \$150,000 which was not realised during the year.

Corporate Communication

No major variations to report in this area.

Cultural Services

Cultural Services was \$104,723 or 46.7% over budget including an additional \$13,000 for Australia Day celebrations. The Art Centre had an overrun in expenditure of \$34,000 due to additional casual salaries.

Revenue of \$54,000 for Community Programs was not realised because Child Care Benefits, and grant funding from the Department of Community Services was lower than expected.

Customer Services

Customer Services completed the year with an overrun of \$34,592 or 4% which was primarily due to an increase in employee costs due to year end adjustments for on-costs.

Library Services

Library services completed the year with an overrun of \$159,653 or 4.7% which was primarily due to increased employee costs (\$61,000), operating expenses (\$38,000) depreciation (\$44,000) and internal transactions (\$46,000).

Management Support Community Services

This responsibility area completed the year with an overrun of \$35,099 or 8.3% relating primarily to employee costs.

		2005/2006 Financial Year		
DEVELOPMENT & REGULATION		Actual	Rev Budget	Variance
		\$	\$	\$
Administrative Service	TOTAL EXPENSE	959,765	894,000	(65,765)
Administrative Service	TOTAL REVENUE	181,172	188,600	7,428
Administrative Service	NET EXPENDITURE	778,593	705,400	(73,193)
Building Control Services	TOTAL EXPENSE	335,788	336,300	512
Building Control Services	TOTAL REVENUE	805,128	785,000	(20,128)
Building Control Services	NET EXPENDITURE	(469,340)	(448,700)	20,640
Compliance & Environmental Services	TOTAL EXPENSE	776,550	682,400	(94,150)
Compliance & Environmental Services	TOTAL REVENUE	273,632	323,000	49,368
Compliance & Environmental Services	NET EXPENDITURE	502,918	359,400	(143,518)
Development Control Services	TOTAL EXPENSE	3,650,707	3,924,700	273,993
Development Control Services	TOTAL REVENUE	1,731,068	2,123,600	392,532
Development Control Services	NET EXPENDITURE	1,919,639	1,801,100	(118,539)
Regulatory Services	TOTAL EXPENSE	902,666	841,500	(61,166)
Regulatory Services	TOTAL REVENUE	828,458	670,200	(158,258)
Regulatory Services	NET EXPENDITURE	74,208	171,300	97,092
Specialist Support Services	TOTAL EXPENSE	228,548	212,500	(16,048)
Specialist Support Services	TOTAL REVENUE	704,804	450,000	(254,804)
Specialist Support Services	NET EXPENDITURE	(476,256)	(237,500)	238,756
NET EXPENDITURE / (REVENUE)		2,329,761	2,351,000	21,239

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The year end result for Development and Regulation Department provided for a net surplus of \$21,239.

Budget performance for each responsibility centre within Development and Regulation is outlined as follows:

Administrative Services

Administrative Services were \$73,193 or 10.4% over budget. This variance is primarily due to overruns of \$44,000 in employee costs and \$20,000 in operating expenses.

Building Control Services

Building Control Services was \$20,640 or 4.6% under budget as a result of additional income received from construction certificates.

Compliance & Environment Services

Compliance & Environment Services was \$143,518 or 40% over budget. This variance is primarily due to an increase of \$85,000 in legal expenses and the shortfall in regulatory inspection income of \$41,000.

Development Control

Development Control Services was \$118,539 or 6.6% over budget. While there were savings in legal expenses of \$270,000 this offset by a shortfall in development application income of \$390,000.

Regulatory Services

Regulatory Services was \$97,092 or 56.7% under budget. This was primarily attributable to revenue increases for both car parking and dog registrations for the year.

Specialist Support Services

Specialist Support Services were \$238,756 or 100.5% under budget. This result was attributable to additional infrastructure restoration fees. There were no other major variations to report.

		2005/2006 Financial Year		
FINANCE & BUSINES	SS DEVELOPMENT	Actual \$	Rev Budget	Variance \$
Business Development	TOTAL EXPENSE	110,439	110,700	261
Business Development	TOTAL REVENUE	100	0	(100)
Business Development	NET EXPENDITURE	110,339	110,700	361
Council Services	TOTAL EXPENSE	170,747	192,400	21,653

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		2005/2006 Financial Year		
FINANCE & BUSINESS DEVELOPMENT		Actual	Rev Budget	Variance
		\$		\$
Council Services	TOTAL REVENUE	2,532	1,100	(1,432)
Council Services	NET EXPENDITURE	168,215	191,300	23,085
Corporate Accounts	TOTAL EXPENSE	4,596,699	4,420,600	(176,099)
Corporate Accounts	TOTAL REVENUE	55,338,063	49,862,600	(5,475,463)
Corporate Accounts	NET EXPENDITURE	(50,741,364)	(45,442,000)	5,299,364
Financial Management	TOTAL EXPENSE	1,013,381	1,034,700	21,319
Financial Management	TOTAL REVENUE	147,430	135,500	(11,930)
Financial Management	NET EXPENDITURE	865,951	899,200	33,249
Information Technology	TOTAL EXPENSE	2,035,789	1,937,100	(98,689)
Information Technology	TOTAL REVENUE	41.750	41.000	(750)
Information Technology	NET EXPENDITURE	2,063,889	2,002,500	(61,389)
Insurance & Risk	TOTAL EXPENSE	865,896	844.100	(21,796)
Insurance & Risk	TOTAL REVENUE	51,950	52.000	50
Insurance & Risk	NET EXPENDITURE	813,946	792,100	(21,846)
Management Support – Finance & Business	TOTAL EXPENSE	224,885	229,400	4,515
Management Support – Finance & Business	TOTAL REVENUE	40	0	(40)
Management Support – Finance & Business	NET EXPENDITURE	224,845	229,400	4,555
Print Room	TOTAL EXPENSE	209,859	212,900	3,041
Print Room	TOTAL REVENUE	197,888	223,300	(25,412)
Print Room	NET EXPENDITURE	11,971	(10,400)	(22,371)
Property Services	TOTAL EXPENSE	1,359,184	1,450,400	91,216
Property Services	TOTAL REVENUE	766,813	657,900	(108,913)
Property Services	NET EXPENDITURE	592,371	792,500	200,129
Records	TOTAL EXPENSE	475,702	460,600	(15,102)
Records	NET EXPENDITURE	475,702	460,600	(15,102)
Supply	TOTAL EXPENSE	377,142	366,600	(10,542)
Supply	NET EXPENDITURE	377,142	366,600	(10,542)
NET EXPENDITURE / (REVENUE)		(45,036,993)	(39,607,500)	5,429,493

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Business Development

No major variations to report in this area.

Council Services

Council Services completed the year \$23,085 or 12.1% under budget mainly due to savings in employee costs as a result of a vacant position in this area.

Corporate Accounts

Statutory Levies performed to budget for the year.

Corporate Accounts provided a positive income variance of \$5,299,364 or 11.7%. This mainly relates to Section 94 developer contributions and Section 94 interest received. These funds are externally restricted.

There was also a variation of \$329,067 for the sale and write-off of assets.

Financial Management

No major variations to report in this area.

<u>Information Technology</u>

Information Technology was \$61,389 or 3.1% over budget. This was primarily due to an increase in consultant costs of \$20,000, higher than anticipated, PABX services & equipment of \$24,000 and an overrun in computer lease costs of \$17,000.

Insurance & Risk

No major variations to report in this area.

Management Support Finance & Business

No major variations to report in this area.

Print Room

Print Room was \$22,371 or 21.5% over budget due to internal service income being lower than anticipated.

Property Services

Property Services was \$200,129 or 25.3% under budget. This was mainly associated with savings in internal services building maintenance of \$82,000 and increased rental income of \$110,000. The variance in income is due to the reduction in the budget during the year of \$67,000 for the Suncorp

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building as it was anticipated that Council would receive less income than originally budgeted. However, negotiations regarding the level of income to be received are yet to be finalised.

Records

No major variations to report in this area.

Supply

No major variations to report in this area.

		2005/2006 Financial Year			
OPEN SPAC	E	Actual	Rev Budget	Variance	
		\$	\$	\$	
Bushland & Natural Resources	TOTAL EXPENSE	2,084,485	1,982,700	(101,785)	
Bushland & Natural Resources	TOTAL REVENUE	49,254	50,200	946	
Bushland & Natural Resources	NET EXPENDITURE	2,035,231	1,932,500	(102,731)	
Environmental Levy	TOTAL EXPENSE	11,055	0	(11,055)	
Environmental Levy	NET EXPENDITURE	11,055	0	(11,055)	
Management Support – Open Space	TOTAL EXPENSE	338,094	351,900	13,806	
Management Support – Open Space	NET EXPENDITURE	338,094	351,900	13,806	
Parks	TOTAL EXPENSE	1,957,756	1,925,400	(32,356)	
Parks	TOTAL REVENUE	63,467	53,900	(9,567)	
Parks	NET EXPENDITURE	1,894,289	1,871,500	(22,789)	
Plant Nursery	TOTAL EXPENSE	202,392	240,200	37,808	
Plant Nursery	TOTAL REVENUE	206,959	150,100	(56,859)	
Plant Nursery	NET EXPENDITURE	(4,567)	90,100	94,667	
Sport & Recreation	TOTAL EXPENSE	4,464,274	4,474,400	10,126	
Sport & Recreation	TOTAL REVENUE	3,125,532	2,843,400	(282,132)	
Sport & Recreation	NET EXPENDITURE	1,338,742	1,631,000	292,258	
Tree & Landscape Assessment	TOTAL EXPENSE	587,000	559,300	(27,700)	
Tree & Landscape Assessment	TOTAL REVENUE	99,915	110,000	10,085	
Tree & Landscape Assessment	NET EXPENDITURE	487,085	449,300	(37,785)	
Trees	TOTAL EXPENSE	1,272,889	1,261,100	(11,889)	
Trees	NET EXPENDITURE	1,272,889	1,261,100	(11,889)	
NET EXPENDITURE / (REVENUE)		7,372,818	7,587,300	214,482	

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Bushland & Natural Resources

The Bushland & Natural Resources area ended the year with an overrun of \$102,731 or 5.3%.

There was an overrun of \$101,000 in operating expenses and \$196,000 in materials & contracts, which was offset by savings in employee costs of \$182,000.

Management Support Open Space

No major variations to report in this area.

Parks

Parks completed the year with an overrun of \$22,789 or 1.2%. The majority of this overrun was internal service building maintenance of \$97,000, a non-cash item, and employee costs of \$58,000. Savings of \$111,000 in materials and contractors mostly offset the expenditure overrun.

Plant Nursery

Net expenditure in this responsibility centre resulted in a surplus of \$94,667 which was 105% over budget.

Expenditure showed a positive variance of \$37,808 mainly from internal service building maintenance with nursery income \$56,000 above budget forecasts.

Sport & Recreation

The Sport and Recreation area ended the year \$292,258 or 18% under budget.

The \$10,126 variance in expenses were made up of an overrun of \$55,000 in operating expenses, and depreciation being \$54,000 above budget forecast. However, this was mostly offset by savings in materials and contracts of \$26,000 and the savings of \$84,000 in building maintenance.

Income exceeded budget by \$282,210 as a result of additional general sportsground income.

Tree & Landscape Assessment

The Tree & Landscape Assessment area completed the year with an overrun of \$37,785 or 8.4%. This was primarily due to an over expenditure of \$28,000 in employee costs. Additional resources were supplied to ensure timely reporting LEP 194 applications to Council. The variation in income of \$10,000 represents slightly less tree preservation applications than in previous years.

Trees

No major variations to report in this area.

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		200	5/2006 Financial Y	'ear
PLANNING & ENVIR	RONMENT	Actual	Rev Budget	Variance
		\$	\$	\$
Environmental Policy Services	TOTAL EXPENSE	123,097	283,300	160,203
Environmental Policy Services	NET EXPENDITURE	123,097	283,300	160,203
Land Information Services	TOTAL EXPENSE	225,702	217,900	(7,802)
Land Information Services	TOTAL REVENUE	244,524	291,000	46,476
Land Information Services	NET EXPENDITURE	(18,822)	(73,100)	(54,278)
Management Support – Planning & Environment	TOTAL EXPENSE	254,165	352,200	98,035
Management Support – Planning & Environment	NET EXPENDITURE	254,165	352,200	98,035
Urban Planning	TOTAL EXPENSE	698,423	557,400	(141,023)
Urban Planning	TOTAL REVENUE	53,744	89,000	35,256
Urban Planning	NET EXPENDITURE	644,679	468,400	(176,279)
NET EXPENDITURE / (REVENUE)		1,003,119	1,030,800	27,681

Environmental Policy

Environmental Policy was \$160,203 or 56.6% under budget. This relates primarily to savings in employee costs. Some of these costs were recorded by Open Space within the Natural Resources area.

Land Information Services

Land Information Services ended the year \$54,278 or 75.3% over budget. This variation primarily relates to an underrun of \$41,000 in Section 149 certificate income.

Management Support Planning and Environment

Management Support of Planning and Environment was \$98,035 or 27.8% under budget as a result of savings in employee costs.

Urban Planning

Urban Planning was \$176,279 or 37.6% over budget. This overrun related mainly to a variation to budget for employee costs. This is however, fully offset by the savings in employee costs within both the Environmental Policy and Management Support cost centres.

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TECHNICAL SERVICES		2005/2006 Financial Year			
		Actual	Rev Budget	Variance	
		\$	\$	\$	
Depot Support Services	TOTAL EXPENSE	442,803	390,000	(52,803)	
Depot Support Services	NET EXPENDITURE	442,803	390,000	(52,803)	
Fleet Operations	TOTAL EXPENSE	2,876,881	2,689,900	(186,981)	
Fleet Operations	TOTAL REVENUE	2,768,074	2,761,500	(6,574)	
Fleet Operations	NET EXPENDITURE	108,807	(71,600)	(180,407)	
Maintenance & Construction	TOTAL EXPENSE	7,277,965	7,132,700	(145,265)	
Maintenance & Construction	TOTAL REVENUE	1,553,252	1,573,000	19,748	
Maintenance & Construction	NET EXPENDITURE	5,724,713	5,559,700	(165,013)	
Pavement Rehabilitation	TOTAL EXPENSE	862	0	(862)	
Pavement Rehabilitation	NET EXPENDITURE	862	0	(862)	
Management Support – Technical Services	TOTAL EXPENSE	1,759,160	1,705,600	(53,560)	
Management Support – Technical Services	TOTAL REVENUE	275,405	260,300	(15,105)	
Management Support – Technical Services	NET EXPENDITURE	1,483,755	1,445,300	(38,455)	
Street Sweeping, Litter Control & Clean	TOTAL EXPENSE	1,245,234	1,319,900	74,666	
Street Sweeping, Litter Control & Clean	NET EXPENDITURE	1,245,234	1,319,900	74,666	
Trade Services	TOTAL EXPENSE	1,469,310	1,557,000	87,690	
Trade Services	TOTAL REVENUE	1,412,856	1,462,200	49,344	
Trade Services	NET EXPENDITURE	56,455	94,800	38,345	
Traffic & Project Service	TOTAL EXPENSE	1,317,586	1,293,400	(24,186)	
Traffic & Project Service	TOTAL REVENUE	217,100	127,900	(89,200)	
Traffic & Project Service	NET EXPENDITURE	1,100,486	1,165,500	65,014	
NET EXPENDITURE / (REVENUE)		10,163,114	9,903,600	(259,514)	

Depot Support Services

Depot Support Services completed the year with an overrun of \$52,803 or 13.5%, relating to higher than anticipated costs in internal services building management.

Fleet Operations

Fleet Operations ended the year with an overrun of \$180,407 or 252%. This relates to an increase of \$226,753 in operating expenses, which is partly offset by depreciation savings of \$74,890. Most of the increase in this area was related to increases in fuel costs.

Maintenance & Construction

Maintenance and Construction ended the year with an overrun of \$165,013 or 3%. This is mainly made up of a \$185,000 overrun in material and contracts costs and a \$119,000 overrun in internal services. This was partially offset by savings of \$121,000 in employee costs.

Pavement Rehabilitation

No major variations to report in this area.

Management Support Technical Services

Management Support Technical Services completed the year with an overrun of \$38,455 or 2.7%. This negative variance included \$19,000 in employee costs and \$64,000 in operating expenses. This was partially offset by savings of \$32,000 in materials and additional grant income of \$11,000.

Street Sweeping, Litter Control & Clean

Street Sweeping, Litter Control & Clean was \$74,666 or 5.7% under budget. Employee costs and operating expenses provided a savings of \$117,000. This was partly offset by an increase of \$42,000 in materials and contracts.

Trade Services

Trade Services ended the year \$38,345 or 40.5% under budget. The expenditure variation of \$87,690 was attributable primarily to material & contracts overruns of \$37,000 due to the increased use of contractors, but this was fully offset by the savings of \$125,000 in employee costs due to vacancies. Internal Service income provided a negative result of \$49,000.

Traffic & Project Services

This responsibility centre completed the year \$65,014 or 5.6% under budget. This relates primarily to additional income of \$60,000 in user fees & charges generated from builders' contribution toward the usage of work zones.

		2005/2006 Financial Year		
WASTE MANAGE	EMENT	Actual Rev Budget Var		Variance \$
Domestic Waste Services	TOTAL EXPENSE	9,903,734	10,676,600	772,866
Domestic Waste Services	TOTAL REVENUE	10,113,077	9,715,700	(397,377)
Domestic Waste Services	NET EXPENDITURE	(209,343)	960,900	1,170,243
Trade Waste Services	TOTAL EXPENSE	1,069,426	1,051,900	(17,526)
Trade Waste Services	TOTAL REVENUE	1,615,751	1,601,500	(14,251)
Trade Waste Services	NET EXPENDITURE	(546,325)	(549,600)	(3,275)
NET EXPENDITURE / (REVENUE)		(755,668)	411,300	1,166,968

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Domestic Waste

The performance in this cost centre produced a positive variation of \$1,170,243 or 122%.

The positive variation of \$772,866 in expenditure was mainly due to budget savings in contractor payments totaling \$763,000.

On the revenue side, the positive variation of \$397,377 represents \$164,000 additional income in user fees & charges and \$196,000 in interest income.

Trade Waste

Trade Waste completed the year with positive variance of \$3,275 or 0.6%. There were no major variances to report.

Projects 2005/2006

Actual expenditure for projects for the year ended 30 June 2006 is \$11,406,221 against the revised budget of \$13,911,500. This leaves unspent funds of \$2,505,279 or 18% for the year.

A further detailed report will be submitted to Council presenting all projects requested to be carried forward to the 2006/07 financial year.

Project variations at a department level are as follows:

	PI	ROJECTS 2005/20	06
DEPARTMENT	Actual \$	Rev Budget	Variance
	ð	\$	Þ
CIVIC MANAGEMENT	75,735	42,600	(33,135)
COMMUNITY SERVICES	24,170	148,900	124,730
FINANCE & BUSINESS	29,872	124,000	94,128
OPEN SPACE	3,360,436	4,447,300	1,116,864
PLANNING & ENVIRONMENT	802,663	1,157,900	355,237
TECHNICAL SERVICES	7,111,290	7,960,800	849,510
WASTE MANAGEMENT	2,055	0	(2,055)
TOTAL EXPENDITURE	11,406,221	13,911,500	2,505,279

Civic Management

Civic Management has an over expenditure of \$33,135 relating to the Council's By-Election from last financial year.

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Community Services

Most of the capital projects in this department were completed. There are six projects that will be carried over to the new financial year, four of which are funded by grants.

Finance & Business Development

This department had a total project budget of \$124,000. Out of this budgeted funding, \$29,872 was spent. The remaining funds will be carried over to the new financial year and relate to Council's proposed new bookings system.

Planning & Environment

The Department of Planning & Environment had a project budget of \$1,157,900. Out of this budget, \$802,663 was spent. Remaining projects will be carried out in 2006/2007 and the budget will be requested to be carried forward to ensure completion of Town Centres and work towards the development of a comprehensive LEP for Ku ring gai.

Open Space

Open Space spent \$3,360,436 against a total budget of \$4,477,300. Some projects will be carried forward into the 2006/2007 financial year. Unspent funds relate primarily to the environmental levy projects of which the planning lead times are at times lengthy. Expenditure will be fully on track by the end of the 2006/07 financial year. Carry forwards will be required to complete these projects.

Technical Services

Technical Services had a project budget of \$7,960,800 for the 2005/2006 financial year. Of this budgeted funding \$7,111,290 was spent (this includes net fleet costs of \$814,031 against a budget of \$950,000). This leaves unspent funds of \$849,510 to be carried forward into next financial year. Works on footpaths, cycleways and business centres were carried out in July and early August and carry forward funds will be required to pay for these works.

Waste Management

\$2,055 was spent on Waste Education which will be funded by the Domestic Waste Reserve.

CONSULTATION

Not applicable

FINANCIAL CONSIDERATIONS

It is not necessary to include any requests for budget variations in the June review. A report will be referred to Council in the near future, which will analyse Council's working fund position. This

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report is dependent on the finalisation of Council's financial statements. Funding strategies for carried forwards will be assessed at this point in time.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Finance has included comments from Directors for their respective departments.

SUMMARY

Council's overall budget for the financial year ending 30 June 2006 resulted in a surplus of \$15,247,521 compares to a budgeted surplus of \$9,070,700. Taking into account variations that relate to restricted assets, the sale and write-off of assets and depreciation, Council's operating budget was a deficit of (\$100,041).

It should be noted that figures in this report may be subject to refinement resulting from the external audit to be conducted next month. Final results will be subsequently reported to Council.

RECOMMENDATION

That Council note and receive the contents of this report.

Michael Lopez Management Accountant John Clark

Acting Director Finance & Business

Attachments: Appendix A - 2005/06 June Management Reports - 651489



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Insurance & Risk

		Santa da S		rrene Ses III		ornindovenits	Full Year Budget
Coal Carde	Adjust		ANDERS			H - H - S	
OPERATING						ا	070 400
Insurance and Risk	2,699	0	669,224	673,100	3,876	0	673,100
Security Services	1,508	0	144,722	119,000	(25,722)	0	119,000
NET EXPENDITURE / (REVENUE)	4,207	0	813,946	792,100	(21,846)	0	792,100
NET OPERATING RESULT			in new Sound cars			14. 选择设	
EXPENSE			30. 30. 40. 40. 40. 40. 40. 40. 40. 40. 40. 4	And discussion of Angusta 1997 April 1997 Ap			
Employee Costs	2,353	0	60,266	59,000	(1,266)	0	59,000
Operating Expenses	1,854	0	805,360	783,100	(22,260)	0	783,100
Materials & Contract	0	0	250	2,000	1,750	0	2,000
Internal Transactions	0	0	19	0	(19)	0	0
TOTAL OPERATING EXPENSE	4,207	0	865,896	844,100	(21,796)	0	844,100
TOTAL EXPENSE	4,207	0	865,896	844,100	(21,796)	0	844,100
REVENUE							
User Fees & Charges	0	0	51,950	52,000	50	0	52,000
TOTAL REVENUE	0	0	51,950	52,000	50	0	52,000
NET SURPLUS / (DEFICIT)	(4,207)	0	(813,946)	(792,100)	21,846	0	(792,100)
MOJECTS 4			o en anografia A do es es es				
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre: Mgnt Sup Fin & Bus

	Keahamam				The second se		I Year
					Tentarize		ecge*
Conto	Minds 1		prajednika elek	, Bucket		0	229,400
FRATING	12,314	0	224,845	229,400	4,555		229,400
nagement Support - Finance & B	12,314	0	224,845	229,400	4,555		
T EXPENDITURE / (REVENUE)							
OPERATIBLE RESULT	网络脚沟						
xPENSE mployee Costs perating Expenses	7,233 5,081 0	0	190,737 12,488 7,990 13,671	192,200 7,700 14,000 15,500	1,463 (4,788) 6,010 1,829	0 0 0 0	192,200 7,700 14,000 15,500
laterials & Contract nternal Transactions	0	0	224,885	229,400	4,515	0	229,400
OTAL OPERATING EXPENSE	12,314		224,885	229,400	4,515	0	229,400
TOTAL EXPENSE	12,314			_	(40)	ol	0
REVENUE	0	0	40	0		0	0
Jser Fees & Charges	0	0	40	0	(40)		(229,400)
TOTAL REVENUE	(12,314)	0	(224,845)	(229,400)	(4,555)	0	(229,400)
NET SURPLUS / (DEFICIT)		470110001				4 4 2	
PROJECTS							\
	1		 		<u></u>		



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Print Room

## 5,224 0 11,971 (10,400) (22,371) 0 (10,400) **NET EXPENDITURE / (REVENUE) 5,224 0 11,971 (10,400) (22,371) 0 (10,400) ***EXPENSE** Employee Costs	
Some	
NET EXPENDITURE / (REVENUE) 5,224 0 11,971 (10,400) (22,371) 0 (10,400)	,400)
NET SPERATING RESULT S,224 S S S S S S S S S	,400)
EXPENSE Employee Costs Operating Expenses Materials & Contract Depreciation Internal Transactions EXPENSE 4,146 0 106,773 98,800 (7,973) 0 20 0 23,800 20,600 (3,200) 0 55,075 70,500 15,425 0 70 1,327 0 (1,327) 0 186,984 189,900 2,916 0 186	
EXPENSE Employee Costs Operating Expenses Materials & Contract Depreciation Internal Transactions EXPENSE 4,146 0 106,773 98,800 (7,973) 0 20 0 23,800 20,600 (3,200) 0 55,075 70,500 15,425 0 70 1,327 0 (1,327) 0 186,984 189,900 2,916 0 185	
Employee Costs	
TOTAL OPERATING EXPENSE 5,224 0 186,984 189,900 2,916	3,800 0,600 0,500 0
CARITALIEFO EVDENSE	9,900
1 0 01 22.875 23,000 129 1 129	3,000
1 01 22 275 23 000 120 1	3,000
	2,900
Internal Transactions 0 0 195,934 223,300 27,300	0 23,300
0 197.888 223,300 25,412 0 22	23,300
TOTAL REVENUE	10,400
PROJECTS -	
TOTAL PROJECTS	



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Property Services

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Cost Come - 12 5 1 2 1 2 1		507 J 400 CGN	90 (20) 4-9020 (90)		Varience		Budget
OPERATING							
Cleaning Services	5,607	0	293,773	295,000	1,227	,	295,000
Property Services	78,838	0	298,598	497,500	198,902	o	497,500
NET EXPENDITURE / (REVENUE)	84,445	0	592,371	792,500	200,129	0	792,500
N-1602-RATING RESULT		INDIA COR SE LITERA					
		4614 (57					
EXPENSE							
Employee Costs	3,925	0	315,481	312,000	(3,481)	0	312,000
Operating Expenses	7,293	0	271,180	281,900	10,720	0	281,900
Materials & Contract	8,157	0	80,895	75,000	(5,895)	0	75,000
Depreciation	0	0	382,827	389,500	6,673	0	389,500
Internal Transactions	0	0	308,800	392,000	83,200	0	392,000
TOTAL OPERATING EXPENSE	19,375	0	1,359,184	1,450,400	91,216	0	1,450,400
TOTAL EXPENSE	19,375	0	1,359,184	1,450,400	91,216	0	1,450,400
REVENUE							
User Fees & Charges	(65,070)	0	766,813	657,900	(108,913)	o	657,900
TOTAL REVENUE	(65,070)	0	766,813	657,900	(108,913)	0	657,900
NET SURPLUS / (DEFICIT)	(84,445)	0	(592,371)	(792,500)	(200,129)	0	(792,500)
PATERIA							
Operating Projects	0	0	1,563	6,000	4,437	o	6,000
TOTAL PROJECTS	0	0	1,563	6,000	4,437	0	6,000



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Records

NET EXPENDITURE					Dale	Pontrillerents	Full Year
Cost Centre:				Burger	Verterke		Budget
OPERATING	•						
Records Management	24,656	0	475,702	460,600	(15,102)	0	460,600
NET EXPENDITURE / (REVENUE)	24,656	0	475,702	460,600	(15,102)	0	460,600
		ne i hi dilance i della Sicilia					
HE OPERATING RESULT					Control of		
EXPENSE							
Employee Costs	10,787	0	295,131	306,500	11,369	0	306,500
Operating Expenses	13,869	0	167,318	139,000	(28,318)	0	139,000
Materials & Contract	0	0	12,438	13,300	862	0	13,300
Depreciation	0	0	815	800	(15)	0	800
Internal Transactions	0	0	0	1,000	1,000	0	1,000
TOTAL OPERATING EXPENSE	24,656	0	475,702	460,600	(15,102)	0	460,600
TOTAL EXPENSE	24,656	0	475,702	460,600	(15,102)	0	460,600
NET SURPLUS / (DEFICIT)	(24,656)	0	(475,702)	(460,600)	15,102	0	(460,600)
PROJECTS		A minute					en de la companya de La companya de la co
							
TOTAL PROJECTS		-					
					" 		



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Supply

ALENDO SU	Peri 2000000000000000000000000000000000000	Saturalisation and 1988					SUNY PRINCIPAL
					Nations .		Budget 🚌 🖷
perating ccounts Payable rurchasing / Supply IET EXPENDITURE / (REVENUE)	4,519 8,804 13,323	0 0	127,222 249,920 377,142	120,500 246,100 366,600	(6,722) (3,820) (10,542)	0 0	120,500 246,100 366,600
ua (eleaste links viastilia a la		0 m 100 m			地位的	g ff at vertex to a large	
EXPENSE Employee Costs Operating Expenses Materials & Contract Internal Transactions	12,953 370 0 0	0 0	341,320 21,722 4,242 9,858	336,300 17,200 2,500 10,600	(5,020) (4,522) (1,742) 742	0 0 0 0	336,300 17,200 2,500 10,600
TOTAL OPERATING EXPENSE	13,323	0	377,142	366,600	(10,542)	0	366,600
TOTAL EXPENSE	13,323	0	377,142	366,600	(10,542)	0	366,600
NET SURPLUS / (DEFICIT)	(13,323)	0	(377,142)	(366,600)	10,542	0	(366,600)
PROJECTS TO A SECURE THE PARTY OF THE PARTY					医 病病病毒	建	
TOTAL PROJECTS							



DEPARTMENT SUMMARY

Department : Open Space

NET EXPENDITURE	Adjustments		Adju	stments Year	To Date ⊟	Commitments	Full Year
Responsibility Centre	Actual	Budget	Actual	Budget	Variance		Budget
OPERATING							Maril 1 - Torrigan GH 2010 11
Bush & Nat Resources	162,977	0	2,035,231	1,932,500	(102,731)	0	1,932,500
Environmental Levy	433	0	11,055	0	(11,055)	0	0
Tree&Landscape Asses	21,462	0	487,085	449,300	(37,785)	0	449,300
Mgnt Sup Open Space	10,213	0	338,094	351,900	13,806	0	351,900
Plant Nursery	(8,724)	0	(4,567)	90,100	94,667	0	90,100
Parks	71,179	0	1,894,289	1,871,500	(22,789)	0	1,871,500
Sport & Recreation	140,601	0	1,338,742	1,631,000	292,258	0	1,631,000
Trees	50,053	0	1,272,889	1,261,000	(11,889)	0	1,261,000
NET EXPENDITURE / (REVENUE)	448,194	0	7,372,818	7,587,300	214,482	0	7,587,300
NET OPERATING RESULT		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				U Vijakojska s	
1965 - 中央公司报告。 · · · · · · · · · · · · · · · · · · ·							
EXPENSE							į
Employee Costs	195,369	0	6,173,351	6,230,200	56,849	o	6,230,200
Operating Expenses	(115,362)	0	1,026,436	895,400	(131,036)	0	895,400
Materials & Contract	232,627	0	1,844,845	1,772,500	(72,345)	o	1,772,500
Depreciation	0	0	380,475	341,700	(38,775)	0	341,700
Internal Transactions	1,784	0	1,486,473	1,547,400	60,927	0	1,547,400
TOTAL OPERATING EXPENSE	314,419	0	10,911,581	10,787,200	(124,381)	0	10,787,200
CAPITALISED EXPENSE							
Balance Sheet	0	0	6,365	7,700	1,335	0	7,700
TOTAL CAPITALISED EXPENSE	0	0	6,365	7,700	1,335	0	7,700
TOTAL EXPENSE	314,419	0	10,917,945	10,794,900	(123,045)	0	10,794,900
REVENUE							
User Fees & Charges	(133,697)	اه	3,472,898	3,148,600	(324,298)	٨	3,148,600
Grants Recurrent	0	0	1,284	0,110,000	(1,284)	0	0,146,000
Internal Transactions	(78)	0	70,945	59,000	(11,945)	o	59,000
TOTAL REVENUE	(133,775)	0	3,545,127	3,207,600	(337,527)	0	3,207,600
NET SURPLUS / (DEFICIT)	(448,194)	0	(7,372,818)	(7,587,300)	(214,482)	0	(7,587,300)
PROJECTS							
Capital Projects	(1,814,654)	0	34,542	43,100	8,558	0	43,100
Operating Projects	(919,161)	o	79,499	89,400	9,901	0	89,400
TOTAL PROJECTS	(2,733,815)	0	114,041	132,500	18,459	0	132,500
<u></u>							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Bush & Nat Resources

### OPERATING Mg/ Suport - Bushiand & Natural Res Bushiand Experience 17,131		The second secon	MACCAN SEC. 20. 21.	CONTRACTOR STATEMENT OF CHISTA	14060 British 1000 6 3484 1400 British	Telephone and the		CONVERT
OPERATING Mgt Suppi - Bushiand & Natural Res 17,131 0 347,699 427,400 79,701 0 427,400 Bushiand Access 0 131,200 0 0 0 0 0 0 0 0 0 0 0 0 </th <th>WELEXENSIVE TO BE CONTROL OF THE CON</th> <th></th> <th></th> <th></th> <th>erin de la companya d La companya de la co</th> <th></th> <th></th> <th></th>	WELEXENSIVE TO BE CONTROL OF THE CON				erin de la companya d La companya de la co			
Mgt Suppt - Bushland & Natural Res 17,131 0 347,699 427,400 79,701 0 427,400 13,77,700 2,022 0 1,077,700 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
Not Supply - Bushiart of Netural Nets Supply - Bushiart of Netural Nets Supply - Bushiart of Netural Nets Supply - Bushiard Access 0		17 121	0	347 699	427.400	79,701	0	427,400
Bushland Access Bushland Education Bushland Education Bushland Education Bushland Education Bushland Education Bushland Education Bushland Reserves 3,574 0 1,075,678 1,077,700 2,022 0 1,077,700 Bushland Reserves Bushland Reserves 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1				0	0
Bushland Access Bushland Education Bushland Reserves Bushland Bushland Bushle Bush		•				o	0	0
Bushland Reserves Bushland Res		-	1	-	131.200	(13,065)	0	131,200
Distribut Nesering Distrib							0	1,077,700
2,718							0	0
Midflower Gardens		=		171,595	165,200	(6,395)	0	165,200
NET EXPENDITURE / (REVENUE) 162,977 0 2,035,231 1,932,500 (102,731) 0 1,932,500	- I					(164,994)	0	131,000
Name				2,035,231	1,932,500	(102,731)	0	1,932,500
EXPENSE Employee Costs	NET EXPENDITORE / (REVEROE)			<u> </u>	······			
EXPENSE Employee Costs								
Employee Costs 19,758 0 1,349,516 1,532,500 182,984 0 1,532,500 Operating Expenses 2,117 0 159,166 57,500 (101,666) 0 57,500 Materials & Contract 140,910 0 369,954 173,800 (196,154) 0 173,800 Operating Expenses 140,910 0 11,407 11,400 (77) 0 11,400 Operations 192 0 188,077 199,800 11,723 0 199,800 Operations 192 0 188,077 199,800 11,723 0 199,800 Operating Expense Operating Projects (33,504) Operating Projects (33,504) Operating Projects Operati								
Employee Costs Operating Expenses	EXPENSE							4 500 500
Operating Expenses 2,117 0 159,166 57,500 (101,666) 0 57,500 Materials & Contract 140,910 0 369,954 173,800 (196,154) 0 173,800 Depreciation 0 0 11,407 11,400 (77) 0 11,400 Internal Transactions 192 0 188,077 199,800 11,723 0 199,800 TOTAL OPERATING EXPENSE Balance Sheet 0 0 6,365 7,700 1,335 0 7,700 TOTAL CAPITALISED EXPENSE 0 0 6,365 7,700 1,335 0 7,700 TOTAL EXPENSE 162,977 0 2,084,485 1,982,700 (101,785) 0 1,982,700 REVENUE 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977)	Employee Costs	19,758	0	1,349,516	1,532,500		Ĭ.	
Materials & Contract 140,910 0 369,954 173,800 (196,154) 0 173,800 Depreciation 0 0 11,407 11,400 (7) 0 11,400 Internal Transactions 192 0 188,077 199,800 11,723 0 199,800 TOTAL OPERATING EXPENSE 162,977 0 2,078,121 1,975,000 (103,121) 0 1,975,000 CAPITALISED EXPENSE 0 0 6,365 7,700 1,335 0 7,700 TOTAL CAPITALISED EXPENSE 0 0 6,365 7,700 1,335 0 7,700 TOTAL EXPENSE 162,977 0 2,084,485 1,982,700 (101,785) 0 1,982,700 REVENUE 0 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,5	, ,	2,117	0	159,166	57,500	(101,666)	0	
Depreciation 192		140,910	0	369,954	173,800	(196,154)	0	
TOTAL OPERATING EXPENSE 162,977 0 2,078,121 1,975,000 (103,121) 0 1,975,000 CAPITALISED EXPENSE Balance Sheet 0 0 0 6,365 7,700 1,335 0 7,700 TOTAL CAPITALISED EXPENSE 0 0 0 6,365 7,700 1,335 0 7,700 TOTAL EXPENSE 162,977 0 2,084,485 1,982,700 (101,785) 0 1,982,700 REVENUE User Fees & Charges 0 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,500) 102,731 0 (1,932,500) PARTICLE Capital Projects 59,807 0 7,641 0 (7,641) 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500		0	0	11,407			1	
CAPITALISED EXPENSE Date of the control o	· '	192	0	188,077	199,800	11,723	0	199,800
Balance Sheet 0 0 6,365 7,700 1,335 0 7,700 TOTAL CAPITALISED EXPENSE 0 0 6,365 7,700 1,335 0 7,700 TOTAL EXPENSE 162,977 0 2,084,485 1,982,700 (101,785) 0 1,982,700 REVENUE 0 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,500) 102,731 0 (1,932,500) Capital Projects 59,807 0 7,641 0 (7,641) 0 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	TOTAL OPERATING EXPENSE	162,977	0	2,078,121	1,975,000	(103,121)	0	1,975,000
TOTAL CAPITALISED EXPENSE 0 0 6,365 7,700 1,335 0 7,700 TOTAL EXPENSE 162,977 0 2,084,485 1,982,700 (101,785) 0 1,982,700 REVENUE User Fees & Charges 0 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,500) 102,731 0 (1,932,500) Capital Projects 59,807 0 7,641 0 (7,641) 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	CAPITALISED EXPENSE							
TOTAL EXPENSE 162,977 0 2,084,485 1,982,700 (101,785) 0 1,982,700 REVENUE User Fees & Charges 0 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,500) 102,731 0 (1,932,500) Capital Projects 59,807 0 7,641 0 (7,641) 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	Balance Sheet	0	0	6,365	7,700	1,335	0	7,700
REVENUE User Fees & Charges 0 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,500) 102,731 0 (1,932,500) Capital Projects 59,807 0 7,641 0 (7,641) 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	TOTAL CAPITALISED EXPENSE	o	0	6,365	7,700	1,335	0	7,700
User Fees & Charges 0 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,500) 102,731 0 (1,932,500) Capital Projects 59,807 0 7,641 0 (7,641) 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	TOTAL EXPENSE	162,977	0	2,084,485	1,982,700	(101,785)	0	1,982,700
User Fees & Charges 0 0 49,254 50,200 946 0 50,200 TOTAL REVENUE 0 0 49,254 50,200 946 0 50,200 NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,500) 102,731 0 (1,932,500) Capital Projects 59,807 0 7,641 0 (7,641) 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	DEVENUE							
NET SURPLUS / (DEFICIT) (162,977) 0 (2,035,231) (1,932,500) 102,731 0 (1,932,500) Capital Projects 59,807 0 7,641 0 (7,641) 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500		0	0	49,254	50,200	946	0	50,200
Capital Projects 59,807 0 7,641 0 (7,641) 0 0 2,500 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	TOTAL REVENUE	0	0	49,254	50,200	946	0	50,200
Capital Projects 59,807 0 7,641 0 (7,641) 0 0 2,500 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	NET SURPLUS / (DEFICIT)	(162.977)	0	(2,035,231)	(1,932,500)	102,731	0	(1,932,500)
Capital Projects 59,807 0 7,641 0 (7,641) 0 0 Operating Projects (33,504) 0 10,550 2,500 (8,050) 0 2,500	12.0011.1007 (01.1011)		9.000 XXXX 20 XX XX	70-1-7-100-100-100-100-100-100-100-100-1		XX TIS COLUMN		
Capital Projects 33,507 0 10,550 2,500 (8,050) 0 2,500			a Hari	di di sakat da ba		新華 皮		
Operating Projects (05,004)	Capital Projects	59,807	0	7,641	0	(7,641)	0	0
TOTAL PROJECTS 26,303 0 18,191 2,500 (15,691) 0 2,500	Operating Projects	(33,504)	0	10,550				
	TOTAL PROJECTS	26,303	0	18,191	2,500	(15,691)	0	2,500
							<u> </u>	



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Environmental Levy

TOTAL PROJECTS	(640,850)	0	15,729	0	(15,729)	0	
Operating Projects	(588,082)	0	15,729	0	(15,729)	0	0
Capital Projects	(52,769)	0	0	0	0	o	0
REALECTS							
NET SURPLUS / (DEFICIT)	(433)	0	(11,055)	0	11,055	0	0
TOTAL EXPENSE	433	0	11,055	0	(11,055)	0	0
TOTAL OPERATING EXPENSE	433	0	11,055	0	(11,055)	0	0
EXPENSE Employee Costs	433	0	11,055	0	(11,055)	0	0
	A distribution of the second			46			
							· · · · · · · · · · · · · · · · · · ·
ET EXPENDITURE / (REVENUE)	433	0	11,055	0	(11,055)	0	0
pperating invironmental Levy	433	0	11,055	0	(11,055)	0	0



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Tree&Landscape Asses

ME SEXPERINGREEMS FOR THE	1 166.700	Çokiya Çiri					化图像化图 电电路
Cool Centre							= Budget
OPERATING							
Landscape Assessments	12,750	0	346,490	332,700	(13,790)	0	332,700
Tree Assessments	8,711	0	140,595	116,600	(23,995)	0	116,600
NET EXPENDITURE / (REVENUE)	21,462	0	487,085	449,300	(37,785)	0	449,300
VET OPERATING RESULT	Land St. St. Brah		2 6 42 6				residente de la companya de la comp La companya de la co
EXPENSE							
Employee Costs	20,908	0	546,525	518,200	(28,325)	0	518,200
Operating Expenses	554	0	23,844	20,200	(3,644)	0	20,200
Materials & Contract	0	0	332	500	168	0	500
Internal Transactions	0	0	16,299	20,400	4,101	0	20,400
TOTAL OPERATING EXPENSE	21,462	0	587,000	559,300	(27,700)	0	559,300
TOTAL EXPENSE	21,462	0	587,000	559,300	(27,700)	0	559,300
REVENUE					ŀ		
User Fees & Charges	0	0	99,915	110,000	10,085	0	110,000
TOTAL REVENUE	0	0	99,915	110,000	10,085	0	110,000
NET SURPLUS / (DEFICIT)	(21,462)	0	(487,085)	(449,300)	37,785	0	(449,300)
PROJECTS TO PROJECT OF THE	STORT HOUSE				en en legal de la companya de la co		
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Mgnt Sup Open Space

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ana da da marangan da		je Lui i Versii ee ne	in in in de propinsi de la companya de la companya Ny fivondrona di Anglia de la companya de la compa				nurigial ?
PERATING Inanagement Support - Open Space Community Land Planning	10,213	0 0	320,222 17,872 338,094	327,500 24,400 351,900	7,278 6,528	0 0	327,500 24,400 351,900
IET EXPENDITURE / (REVENUE)	10,213						
Marcobergung de 2017							
EXPENSE Employee Costs Operating Expenses Materials & Contract Depreciation	10,185 13 101 0	0 0 0 0 0 0	281,367 22,055 9,532 470 24,670	267,000 26,100 17,500 500 40,800	(14,367) 4,045 7,968 30 16,130	0 0 0 0	267,000 26,100 17,500 500 40,800
Internal Transactions	(87)	-	338,094	351,900	13,806	0	351,900
TOTAL OPERATING EXPENSE	10,213 10,213		338,094	351,900	13,806	0	351,900
NET SURPLUS / (DEFICIT)	(10,213)	0	(338,094)	(351,900)	(13,806)	0	(351,900)
				t galaka			
Capital Projects	(1,064)	o	0	0	0	0	0
ł	(102,119)	٥	59,453	86,900	27,447	0	86,900
Operating Projects TOTAL PROJECTS	(103,183)		59,453	86,900	27,447	0	86,900



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Plant Nursery

NEW PROPERTY OF THE PROPERTY O							CALLERY COLUMN
OPERATING							
Plant Nursery	(8,724)	0	(4,567)	90,100	94,667	0	90,100
NET EXPENDITURE / (REVENUE)	(8,724)	0	(4,567)	90,100	94,667	0	90,100
William Charles and Carlos	eren de Politicia (Secur					新疆 表面	未表示显示
EXPENSE							
Employee Costs	5,830	0	150,335	142,600	(7,735)	0	142,600
Operating Expenses	(12,507)	0	7,697	13,500	5,803	0	13,500
Materials & Contract	72	0	24,161	22,800	(1,361)	0	22,800
Depreciation	0	0	9,287	9,300	13	0	9,300
Internal Transactions	0	0	10,912	52,000	41,088	0	52,000
TOTAL OPERATING EXPENSE	(6,605)	0	202,392	240,200	37,808	0	240,200
TOTAL EXPENSE	(6,605)	0	202,392	240,200	37,808	0	240,200
REVENUE							
User Fees & Charges	2,119	0	135,935	95,100	(40,835)	0	95,100
Internal Transactions	0	0	71,023	55,000	(16,023)	0	55,000
TOTAL REVENUE	2,119	0	206,959	150,100	(56,859)	0	150,100
NET SURPLUS / (DEFICIT)	8,724	0	4,567	(90,100)	(94,667)	0	(90,100)
PROJECTO		i tiraniyla			200		
TOTAL PROJECTS						· · · · · · · · · · · · · · · · · · ·	



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Parks

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							Loui (168) (Bodgot A.S. F.)
CAM CENTED IN THE STATE OF THE							
OPERATING		ļ		474.000	(5.4.00E)	0	171,600
Management Support - Parks	5,868	0	226,265	171,600	(54,665)	o l	102,900
Council Properties	2,630	0	63,551	102,900	39,349 0	ő	0
Open Space Landscapes	0	0	0 0	0	0	ŏl	ō
Open Space Playgrounds	0	0	0	0	0	ő	0
Railway Gardens	0	0	1,661	0	(1,661)	ő	0
Roadside Vegetation	564	0	1,602,812	1,597,000	(5,812)	0	1,597,000
Parks	62,118						
NET EXPENDITURE / (REVENUE)	71,179	0	1,894,289	1,871,500	(22,789)	0	1,871,500
						- 1 To 1 T	
是一种EMINAKEU工		1964		edhaireket.		PEG. C. A.	
EXPENSE							
Employee Costs	29,635	0	1,021,686	963,600	(58,086)	0	963,600
Operating Expenses	200	0	41,948	37,300	(4,648)	0	37,300
Materials & Contract	41,345	0	485,578	597,000	111,422	0	597,000
Depreciation	0	0	67,322	83,200	15,878	0	83,200
Internal Transactions	0	0	341,222	244,300	(96,922)	0	244,300
TOTAL OPERATING EXPENSE	71,179	o	1,957,756	1,925,400	(32,356)	0	1,925,400
TOTAL EXPENSE	71,179	0	1,957,756	1,925,400	(32,356)	0	1,925,400
REVENUE							
User Fees & Charges	0	0	62,183	49,900	(12,283)	0	49,900
Grants Recurrent	0	0	1,284	0	(1,284)	0	0
Internal Transactions	0	0	0	4,000	4,000	0	4,000
TOTAL REVENUE	0	0	63,467	53,900	(9,567)	0	53,900
NET SURPLUS / (DEFICIT)	(71,179)	0	(1,894,289)	(1,871,500)	22,789	0	(1,871,500)
With Come of the Land Company	影的概念 吳寶			X射线 -可能。		高 级多级。	医沙毛 多层 魯
Capital Projects	(256,265)	0	83	0	(83)	0	0
Operating Projects	(16,400)	0	0	0	0	0	0
	(272,665)	0	83	0	(83)	0	0
TOTAL PROJECTS	(212,000)	U	43		(00)		



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Sport & Recreation

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292.290	alian belamba dilikuban	ide leganda - h	di permata di Second	ika sidor kesa angili dari	Maria de la composición dela composición de la composición de la composición de la composición dela composición de la composición dela composición dela composición de la composición dela composición de la composición dela composición de		
OPERATING				ACE 000	(04.050)	0	655,300
Management Support - Sport & Rec	26,836	0	736,950	655,300	(81,650)	ő	(229,600)
Gordon Golf Course	7,977	0	(334,919)	(229,600)	105,319	ő	(289,200)
North Turramurra Golf Course	11,799	0	(95,508)	(289,200)	(193,692)	0	94,500
Swimming Pool	4,159	0	91,461	94,500	3,039	ő	94,300 N
Recreation Reserves	0	0	0	0	0	ő	_
Tennis Courts	2,362	0	(215,278)	(208,300)	6,978	- 1	(208,300) 0
Turf Wickets	0	0	0	0	0	0	•
General Sportsgrounds	65,694	0	1,073,991	1,369,000	295,009	0	1,369,000
St Ives Showground	21,774	0	82,045	239,300	157,255	0	239,300
NET EXPENDITURE / (REVENUE)	140,601	0	1,338,742	1,631,000	292,258	0	1,631,000
· · · · · · · · · · · · · · · · · · ·							
SKARPIGETURE GREEK WEEK		Ön ös réda			P AS	明 等表的	事為、思考。基本
EXPENSE							
Employee Costs	69,102	0	1,884,925	1,891,300	6,375	0	1,891,300
Operating Expenses	(105,810)	0	782,413	729,900	(52,513)	0	729,900
Materials & Contract	39,737	0	742,612	768,700	26,088	0	768,700
Depreciation	0	0	291,989	237,300	(54,689)	0	237,300
Internal Transactions	1,679	0	762,335	847,200	84,865	o	847,200
TOTAL OPERATING EXPENSE	4,707	0	4,464,274	4,474,400	10,126	0	4,474,400
TOTAL EXPENSE	4,707	0	4,464,274	4,474,400	10,126	0	4,474,400
	·		, -				
REVENUE							
User Fees & Charges	(135,816)	0	3,125,610	2,843,400	(282,210)	0	2,843,400
Internal Transactions	(78)	0	(78)	0	78	0	0
TOTAL REVENUE	(135,894)	0	3,125,532	2,843,400	(282,132)	0	2,843,400
NET SURPLUS / (DEFICIT)	(140,601)	0	(1,338,742)	(1,631,000)	(292,258)	0	(1,631,000)
BORDS POPULATION	Charles Line	机制砂削机	建物化物	建设的基础	13 7 74 5	No.	医多点法 医肾
Capital Projects	(1,564,363)	0	26,818	43,100	16,282	0	43,100
Operating Projects	(34,176)	0	(6,233)	0	6,233	o	0
TOTAL PROJECTS	(1,598,539)	0	20,585	43,100	22,515	0	43,100
							<u> </u>



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre: Trees

OPERATING							Sudget - Sugar
Management Support - Trees	9,510	0	272,239	253,200	(19,039)	0	253,200
Open Space Trees	0	0	0	0	0	0	0
Street Trees	40,543	0	1,000,650	1,007,800	7,150	0	1,007,800
NET EXPENDITURE / (REVENUE)	50,053	0	1,272,889	1,261,000	(11,889)	0	1,261,000
		No against N	no mentingga Nopen menyapatan man				
ng karang ngung kacamatan pali sa daga palini palawa daliki 1922.							
EXPENSE		1					
Employee Costs	39,518	0	927,941	915,000	(12,941)	0	915,000
Operating Expenses	72	0	(10,688)	10,900	21,588	0	10,900
Materials & Contract	10,463	0	212,677	192,200	(20,477)	0	192,200
Internal Transactions	0	0	142,959	142,900	(59)	0	142,900
TOTAL OPERATING EXPENSE	50,053	0	1,272,889	1,261,000	(11,889)	0	1,261,000
TOTAL EXPENSE	50,053	0	1,272,889	1,261,000	(11,889)	0	1,261,000
NET SURPLUS / (DEFICIT)	(50,053)	0	(1,272,889)	(1,261,000)	11,889	0	(1,261,000)
lasten kannala inettikk			rija is rijaken	14 K & &	k, washinka da		建物及重量
Operating Projects	(144,880)	0	0	0	0	0	0
TOTAL PROJECTS	(144,880)	0	0	0	0	0	0



DEPARTMENT SUMMARY

Department : Planning & Enviro

NET EXPENDITURE	Adjustments	Maria:	Adj.	ustments Year To I	Date	Commitments	Full Year
Responsibility Centre	Actual	Budget	Actual	Budget	Variance		Budget
OPERATING						, , , , , , , , , , , , , , , , , , ,	Annihamental de la companya de la co
Environmental Policy	4,265	0	123,097	283,300	160,203	0	283,300
Land Information	8,238	0	(18,822)	(73,100)	(54,278)	0	(73,100)
Mgnt Sup Planning	8,932	0	254,165	352,200	98,035	0	352,200
Urban Planning	24,183	0	644,679	468,400	(176,279)	0	468,400
NET EXPENDITURE / (REVENUE)	45,617	0	1,003,119	1,030,800	27,681	0	1,030,800
NET OPERATING RESULT			A LINE				
EXPENSE							
Employee Costs	44,276	0	1,158,488	1,231,600	73,112	0	1,231,600
Operating Expenses	476	0	45,719	77,800	32,081	0	77,800
Materials & Contract	279	0	13,288	14,700	1,412	0	14,700
Internal Transactions	585	0	83,892	86,700	2,808	o	86,700
TOTAL OPERATING EXPENSE	45,617	0	1,301,387	1,410,800	109,413	0	1,410,800
TOTAL EXPENSE	45,617	0	1,301,387	1,410,800	109,413	0	1,410,800
REVENUE							
User Fees & Charges	(1,048)	0	285,458	369,000	83,542	0	369,000
Internal Transactions	1,047	0	12,810	11,000	(1,810)	0	11,000
TOTAL REVENUE	(1)	0	298,268	380,000	81,732	0	380,000
NET SURPLUS / (DEFICIT)	(45,617)	0	(1,003,119)	(1,030,800)	(27,681)	0	(1,030,800)
PROJECTS		or Salaga Madayy					
Operating Projects	89,038	0	555,733	908,100	352,367	28,756	908,100
TOTAL PROJECTS	89,038	0	555,733	908,100	352,367	28,756	908,100



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Environmental Policy

		negargayay y					Statis Vacanti Civilia
公外的 的人,但是一个人的		angayayayaya Madaméndaksi					Buriget
OPERATING							
Environmental Policy and Planning	4,265	0	123,097	283,300	160,203	0	283,300
NET EXPENDITURE / (REVENUE)	4,265	0	123,097	283,300	160,203	0	283,300
EXPENSE							
Employee Costs	4,243	0	110,404	257,100	146,696	0	257,100
Operating Expenses	22	0	4,308	8,000	3,692	0	8,000
Materials & Contract	0	0	126	2,500	2,374	0	2,500
Internal Transactions	0	0	8,258	15,700	7,442	0	15,700
TOTAL OPERATING EXPENSE	4,265	0	123,097	283,300	160,203	0	283,300
TOTAL EXPENSE	4,265	0	123,097	283,300	160,203	0	283,300
NET SURPLUS / (DEFICIT)	(4,265)	o	(123,097)	(283,300)	(160,203)	0	(283,300)
PROJECTS					建多多有	e de la companya de	
Operating Projects	8,108	0	32,749	6,100	(26,649)	О	6,100
TOTAL PROJECTS	8,108	0	32,749	6,100	(26,649)	0	6,100
		- 1					



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Land Information

				233127621652 233127621622		zanying s is n	
OPERATING					Variginali		Budget 1
Geographical Information Services	8,238	0	(18,822)	(73,100)	(54,278)	0	(73,100)
NET EXPENDITURE / (REVENUE)	8,238	0	(18,822)	(73,100)	(54,278)	0	(73,100)
							, , , , , , , , , , , , , , , , , , ,
THE CONTROL OF THE SECOND OF T		di dine	and sing a	60/4-65 (6)	a proposal sign	a la	in a supplied
EXPENSE							
Employee Costs Operating Expenses	8,237	0	211,708	201,000	(10,708)	0	201,000
Materials & Contract	0	0	2,400	2,400	0	0	2,400
Internal Transactions	0	0	2,140	3,900	1,760	0	3,900
			9,454	10,600	1,146	0	10,600
TOTAL OPERATING EXPENSE	8,237	0	225,702	217,900	(7,802)	0	217,900
TOTAL EXPENSE	8,237	0	225,702	217,900	(7,802)	0.	217,900
REVENUE							
User Fees & Charges	(1,048)	0	231,714	280,000	48,286	ام	280,000
Internal Transactions	1,047	0	12,810	11,000	(1,810)	ő	11,000
TOTAL REVENUE	(1)	0	244,524	291,000	46,476	0	291,000
NET SURPLUS / (DEFICIT)	(8,238)	0	18,822	73,100	54,278	0	73,100
ARCLE OF STREET, STREE		North Carlotte	A CHINA MENANDA				
					- 		
				_		İ	
TOTAL PROJECTS		Ī					
							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Mgnt Sup Planning

			7	***********		Trainmenter 1	rul Year
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OPERATING							
Management Support - Planning	8,932	0	254,165	352,200	98,035	0	352,200
NET EXPENDITURE / (REVENUE)	8,932	0	254,165	352,200	98,035	0	352,200
erenierijes		162 PAC 14.	era escesa de sid				
EXPENSE							
Employee Costs	7,841	0	202,828	302,900	100,072	0	302,900
Operating Expenses	357	0	6,049	8,600	2,551	이	8,600
Materials & Contract	148	0	6,875	7,100	225	0	7,100
Internal Transactions	585	0	38,413	33,600	(4,813)	0	33,600
TOTAL OPERATING EXPENSE	8,932	0	254,165	352,200	98,035	0	352,200
TOTAL EXPENSE	8,932	0	254,165	352,200	98,035	0	352,200
NET SURPLUS / (DEFICIT)	(8,932)	0	(254,165)	(352,200)	(98,035)	0	(352,200)
PROJECTS TO PROJECT CONTROL OF THE	经调用的复数 排除	er es as		10 A 18 58 A			
Operating Projects	60,833	0	44,026	560,900	516,874	57,512	560,900
TOTAL PROJECTS	60,833	0	44,026	560,900	516,874	57,512	560,900
			 ·				



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Urban Planning

HE PERSONAL PROPERTY OF THE PERSONAL PROPERTY				hodo <i>Araéba</i> áb	dir dasit i sik	sabarda abbi da	
	Salan Grussias (6)	A CHALLER	Alle on Sign	ordina Layob	a vale		(Budget)
OPERATING							
Urban Planning	24,183	0	644,679	468,400	(176,279)	0	468,400
NET EXPENDITURE / (REVENUE)	24,183	0	644,679	468,400	(176,279)	0	468,400
		National States				\$100 CA 15.00	State of the state
EXPENSE	,						
Employee Costs	23,955	0	633,548	470,600	(162,948)	o	470,600
Operating Expenses	97	0	32,962	58,800	25,838	ດ	58,800
Materials & Contract	131	0	4,147	1,200	(2,947)	n	1,200
Internal Transactions	0	0	27,767	26,800	(967)	Ō	· ·
TOTAL OPERATING EXPENSE	24,183	0	698,423	557,400	(141,023)	0	557,400
TOTAL EXPENSE	24,183	0	698,423	557,400	(141,023)	0	557,400
REVENUE					1		
User Fees & Charges	0	0	53,744	89,000	35,256	0	89,000
TOTAL REVENUE	0	0	53,744	89,000	35,256	0	89,000
NET SURPLUS / (DEFICIT)	(24,183)	0	(644,679)	(468,400)	176,279	o	(468,400)
				ing and allows			
Operating Projects	20,098	0	478,958	341,100	(137,858)	0	341,100
TOTAL PROJECTS	20,098	0	478,958	341,100	(137,858)	0	341,100
							



DEPARTMENT SUMMARY

Department: Technical Services

NET EXPENDITURE	Adjustments	3	Adj	ustments Year To	Date	Commitments	Full Year
Responsibility Centre	Actual	Budget	Actual	Budget	Variance		Budget
OPERATING	American Miles (c. 11)		**************************************	antiduufidhki lugundaji dhud	3 1 mm 271 25 E4	CONTRACT CONTRACTOR	Latin della di Peligia del 1915
Depot Support Servs	6,742	0	442,803	390,000	(52,803)	0	390,000
Fleet Operations	(196,370)	0	108,807	(71,600)	(180,407)		(71,600)
Maint & Construction	335,010	0	5,724,713	5,559,700	(165,013)	0	5,559,700
Mgnt Sup Tech Services	121,247	0	1,483,755	1,445,300	(38,455)	0	1,445,300
Pavement Rehab	0	0	862	0	(862)	0	0
Street Sweep &Litter	48,685	0	1,245,234	1,319,900	74,666	o	1,319,900
Trade Services	17,138	0	56,455	94,800	38,345	0	94,800
Traffic & Projects	37,661	0	1,100,486	1,165,500	65,014	0	1,165,500
NET EXPENDITURE / (REVENUE)	370,114	0	10,163,114	9,903,600	(259,514)	0	9,903,600
NET OPERATING RESULT							
EXPENSE			A. (1987) 20 (19	one of the second of the secon	- WAS DELINED!	encentro	PROBLEM STATE OF THE STATE OF T
Employee Costs	177.813	o	4,915,193	5,253,500	338,307	o	5,253,500
Operating Expenses	(194,942)	0	1,910,837	1,876,500	(34,337)	0	
Materials & Contract	385,745	o	3,539,568	3,094,000	(445,568)	o	
Depreciation	0	o	4,762,147	4,857,600	95,453	0	4,857,600
Internal Transactions	48	ŏ]	1,250,072	1,006,900	(243,172)	o	1,006,900
TOTAL OPERATING EXPENSE	368,665	0	16,377,816	16,088,500	(289,316)	О	16,088,500
CAPITALISED EXPENSE							
Balance Sheet	1,449	0	11,985	0	(11,985)	0	0
TOTAL CAPITALISED EXPENSE	1,449	0	11,985	0	(11,985)	0	0
TOTAL EXPENSE	370,114	0	16,389,801	16,088,500	(301,301)	0	16,088,500
REVENUE							
User Fees & Charges	0	o	1,685,425	1,639,100	(46,325)	اه	1,639,100
Grants Recurrent	0	ō	657,370	622,100	(35,270)	ő	622,100
Contributions	0	0	9,909	0	(9,909)	ől	0
Internal Transactions	0	o	3,873,982	3,923,700	49,718	ō	3,923,700
TOTAL REVENUE	0	0	6,226,686	6,184,900	(41,786)	0	6,184,900
NET SURPLUS / (DEFICIT)	(370,114)	0	(10,163,114)	(9,903,600)	259,514	0	(9,903,600)
PROJECTS							
Capital Projects	(2,630,033)	0	2,618,346	2,261,600	(356,746)	0	2,261,600
Operating Projects	68,582	0	28,195	100,000	71,805	0	100,000
TOTAL PROJECTS	(2,561,451)	0	2,646,541	2,361,600	(284,941)	0	2,361,600
<u> </u>					. 1		



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Depot Support Servs

100 C		NAMES OF THE PARTY		12727274.CZ	Sagnogia (2016		al (B)
EX ENDI IRE	Acher 19		Acres 1	Salph .	via with		Budget a list of
PERATING anagement Support - Depot Servi	6,742	0	442,803 442,803	390,000	(52,803) (52,803)	0	390,000
ET EXPENDITURE / (REVENUE)	6,742						
EXPENSE Employee Costs Operating Expenses Materials & Contract Depreciation Internal Transactions TOTAL OPERATING EXPENSE	6,487 235 19 0 0 6,742	0 0 0 0 0	168,877 64,919 11,755 33,751 163,500 442,803	209,000 72,800 12,000 34,100 62,100 390,000	40,123 7,881 245 349 (101,400) (52,803)	0 0 0 0 0	209,000 72,800 12,000 34,100 62,100 390,000
NET SURPLUS / (DEFICIT)	(6,742)	0	(442,803)	(390,000)	52,803	0	(390,000)
PROJECTS	age Equipment of the Am						
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Fleet Operations

		Management V-9 (\$6100): 1927-	-0.000 (2000-0000/ne) (4010-0		**************************************	erinalimisticasi F	Full Year
A STATE OF THE PROPERTY OF THE PARTY OF THE							Budget
	御りAction 事項			sa osta) drunter	P 62.00	- Dikayon
OPERATING					ļ	. 1	100 100
Management Support - Fleet Opera	4,537	0	151,236	123,100	(28,136)	0	123,100
Operational Fleet	28,400	0	(179,713)	(181,700)	(1,987)	0	(181,700)
Passenger Fleet	(251,743)	0	(316,452)	(463,100)	(146,649)	0	(463,100)
Small Plant & Equipment	11,315	0	53,697	41,800	(11,897)	0	41,800 408,300
Workshop	11,122	0	400,038	408,300	8,262	0	
NET EXPENDITURE / (REVENUE)	(196,370)	0	108,807	(71,600)	(180,407)	0	(71,600)
HIE OPERATION SUITE			和专业的	制度 医胸膜	建心 物质	建设设施	智能, 逐步运送。
EXPENSE							
Employee Costs	43,186	0	622,161	598,400	(23,761)	이	598,400
Operating Expenses	(294,732)	0	395,276	390,000	(5,276)	이	390,000
Materials & Contract	55,177	اه	849,153	622,400	(226,753)	0	622,400
Depreciation	0	0	983,210	1,058,100	74,890	0	1,058,100
Internal Transactions	0	0	27,082	21,000	(6,082)	0	21,000
TOTAL OPERATING EXPENSE	(196,370)	0	2,876,881	2,689,900	(186,981)	0	2,689,900
TOTAL EXPENSE	(196,370)	0	2,876,881	2,689,900	(186,981)	0	2,689,900
		l					
REVENUE		ا	306,577	300,000	(6,577)	o	300,000
User Fees & Charges	0	0	2,461,497	2,461,500	3	0	2,461,500
Internal Transactions	0				/C 574)	0	2,761,500
TOTAL REVENUE	0	0	2,768,074	2,761,500	(6,574)		2,701,000
NET SURPLUS / (DEFICIT)	196,370	0	(108,807)	71,600	180,407	0	71,600
PROJECTS THE COMMENTS OF							
Capital Projects	(112,192)	o	681,563	650,000	(31,563)	0	650,000
	(112,192)	0	681,563	650,000	(31,563)	0	650,000
TOTAL PROJECTS	(112,132)	 	,				



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Maint & Construction

			. A.	CHARLES SECTION SECTION AND ASSESSMENT TO A SECTION AND A SECTION ASSESSMENT ASSES		2"	
DET EXPENDITURE:					COME	Conmitments	Full Year
Cost Centre	Addition			Supplemental	Variance		Gudgel
OPERATING		\$555 Phases representations as excessive	Mark Saud S. A. S. Tr. America de la Constantión de	Maria Andrews			
Mgt Support - Maintenance & Constr	5,736	0	182,731	133,900	(48,831)	0	133,900
Access Crossings	2,466	0	(59,239)	(60,300)	(1,061)	0	(60,300)
Drainage Maintenance & Repair	8,615	o	849,636	936,300	86,664	0	936,300
Footpath Maintenance	12,244	ő	675,161	749,100	73,939	0	749,100
Kerb & Gutter Maintenance	9,367	Ö	136,948	197,000	60,052	0	197,000
Patching	1,169	0	90,602	87,500	(3,102)	0	87,500
Restorations	24,755	0	(394,333)	(561,400)	(167,067)	0	(561,400)
Road Maintenance	249,185	0	3,480,123	3,444,600	(35,523)	0	3,444,600
Road Maintenance - Road Shoulders		0	529,244	421,600	(107,644)	0	421,600
Car Parks	962	Ō	233,841	211,400	(22,441)	o	211,400
NET EXPENDITURE / (REVENUE)	335,010	0	5,724,713	5,559,700	(165,013)	0	5,559,700
NET OPERATING RESULT			7.25				
EXPENSE							
	27.005	0	4 404 654	4 000 000	404 440	_	4 000 000
Employee Costs	37,865	0	1,481,654	1,602,800	121,146	0	I
Operating Expenses	1,082	0	42,232	69,000	26,768	0	1 '
Materials & Contract	287,204	0	1,688,565	1,503,100	(185,465)	0	1,503,100
Depreciation	0	0	3,647,141	3,667,500	20,359	0	3,667,500
Internal Transactions	0	0	409,514	290,300	(119,214)	. 0	290,300
TOTAL OPERATING EXPENSE	326,150	0	7,269,105	7,132,700	(136,405)	0	7,132,700
TOTAL OF ERATING EXPENSE	320,130	U	7,209,100	7,132,700	(130,405)	U	7,132,700
CAPITALISED EXPENSE							
Balance Sheet	8,860	0	8,860	0	(8,860)	o	0
	·						
TOTAL CAPITALISED EXPENSE	8,860	0	8,860	0	(8,860)	0	0
TOTAL EXPENSE	335,010	0	7,277,965	7,132,700	(145,265)	0	7,132,700
1000-200	000,010		7,277,000	1,102,100	(143,200)	J	7,102,700
REVENUE							
User Fees & Charges	0	0	1,293,252	1,318,000	24,748	o	1,318,000
Grants Recurrent	0	0	260,000	255,000	(5,000)	0	
					(0,000)		200,000
TOTAL REVENUE	0	0	1,553,252	1,573,000	19,748	0	1,573,000
NET SURPLUS / (DEFICIT)	(335,010)	0	(5,724,713)	(5,559,700)	165,013	0	(5,559,700)
	- ,	***************************************	(=7; = 11; 10)	(0,000,00)	100,010		(0,000,700)
excisers	A CARLES		444				
Capital Projects	(455,885)	0	1	0	(1)	0	0
TOTAL PROJECTS	(455,885)	0	1	0	(1)	0	0



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Mgnt Sup Tech Services

TO SOME THE PROPERTY OF THE PR				awaren ar in awaren 1999 (1999)	secondarion and the	Committee of a second s	TILL YORK TO THE
				en den seka dibesika na kalangan			Budget HERE
ost Centre				eras de la caracteria	<u> </u>		
PERATING			247 606	328,900	(18,706)	0	328,900
lanagement Support - Technical Se	12,287	0	347,606 1,002,006	941,500	(60,506)	0	941,500
ublic Lighting	108,606	0	49,594	91,500	41,906	0	91,500
ural Fire Brigade Services	0	0	84,550	83,400	(1,150)	0	83,400
ES Services	354				(38,455)	0	1,445,300
IET EXPENDITURE / (REVENUE)	121,247	0	1,483,755	1,445,300	(30,430)		
						ark a transfer of the	
HET OPERATING RESUL			Station of the	。我可能是			
CAPTAGE		ŀ					000.000
EXPENSE	12,168	اه	315,638	296,000	(19,638)	0	296,000
Employee Costs	109,079	o	1,282,748	1,218,300	(64,448)	이	1,218,300
Operating Expenses	0	اه	33,490	65,800	32,310	이	65,800
Materials & Contract	0	ől	18,031	18,500	469	이	18,500
Depreciation	0	ő	109,254	107,000	(2,254)	아	107,000
Internal Transactions				4 705 600	(53,560)	0	1,705,600
TOTAL OPERATING EXPENSE	121,247	0	1,759,160	1,705,600			1,705,600
TOTAL EXPENSE	121,247	0	1,759,160	1,705,600	(53,560)	0	1,705,000
REVENUE							4 200
User Fees & Charges	0	0	4,813	1,200	(3,613)	0	1,200
Grants Recurrent	0	0	270,592	259,100	(11,492)	0	259,100
TOTAL REVENUE	0	0	275,405	260,300	(15,105)	0	260,300
	(121,247)	0	(1,483,755)	(1,445,300)	38,455	0	(1,445,300)
NET SURPLUS / (DEFICIT)	(121)211					A Sa As San	and the second second
PHOJECTS					0.004	0	0
Capital Projects	(222,603)	0	(8,991)	0	8,991		_
Operating Projects	(2,024)	0	26,374	100,000	73,626	0	100,000
TOTAL PROJECTS	(224,627)	0	17,383	100,000	82,617	0	100,000
100000000000000000000000000000000000000	· -						



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Pavement Rehab

COMPAND CUMP				one comment of the co	ver excession of the		Full Year 12 12 14
CELCEUR	Acidal 12		ja ja Elekt 14. j. best		Sarrer .		Sugget 2
OPERATING Pavement Rehabilitation & Reconst	0	0	862	0	(862)	0	0
NET EXPENDITURE / (REVENUE)	0	0	862	0	(862)	0	0
	20 a. 200 - 200 a. 200						
en e	建热车场性 。						
EXPENSE Costs	0	0	862	0	(862)	0	0
Employee Costs TOTAL OPERATING EXPENSE	0	0	862	0	(862)	0	0
TOTAL EXPENSE	0	0	862	0	(862)	0	0
NET SURPLUS / (DEFICIT)	0	0	(862)	0	862	0	0
PROJECTS FOR THE PARTY OF THE P					er egyetet er Er egyetet er en		
Capital Projects	(1,657,603)	0	108,674	1,611,600	1,502,926	0	
Operating Projects	70,606	0		0	(1,821)	0	
TOTAL PROJECTS	(1,586,997)	0	110,495	1,611,600	1,501,105		1,011,000
	I						



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Street Sweep &Litter

Wilsonso Guille							Full Year
ET EXPENSEURE EN			i de de la compansión de La compansión de la compa	gradina di Salaharan di Kalabaran di Kalabaran di Kalabaran di Kalabaran di Kalabaran di Kalabaran di Kalabara Kalabaran di Kalabaran di Kalaba			Sudgel
perating itter Control & Clearing Routine Pit Clearance Street Sweeping Unformed Shoulder Clearing NET EXPENDITURE / (REVENUE)	8,798 793 33,788 5,306 48,685	0 0 0 0	327,106 104,505 628,669 184,953 1,245,234	328,600 230,700 564,800 195,800 1,319,900	1,494 126,195 (63,869) 10,847 74,666	0 0 0 0	328,600 230,700 564,800 195,800 1,319,900
				and the Property			
NET OPERATING RESULA	近冬 <u>多增集</u> 品	or in					
EXPENSE Employee Costs Operating Expenses Materials & Contract	21,920 55 26,710 0	0	616,517 1,725 293,840 333,152	734,000 15,200 251,200 319,500	117,483 13,475 (42,640) (13,652)	0 0 0 0	734,000 15,200 251,200 319,500
Internal Transactions TOTAL OPERATING EXPENSE	48,685	0	1,245,234	1,319,900	74,666	0	1,319,900
TOTAL EXPENSE	48,685	0	1,245,234	1,319,900	74,666	0	1,319,900
NET SURPLUS / (DEFICIT)	(48,685)	0	(1,245,234)	(1,319,900)	(74,666)	0	(1,319,900)
HOLEUS							
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Trade Services

						The second secon	
A SCHOOL STATE OF THE STATE OF	PP 6 200 ASA					100	indger in the second
of Centre				200)	(174,863)	0	(18,000)
PERATING anagement Support - Trade Servi	3,853 13,285	0	156,863 (100,408)	(18,000) 112,800	213,208	0	112,800 94,800
uilding Management ET EXPENDITURE / (REVENUE)	17,138	0	56,455	94,800	38,345	* -	
				计可编码设			
ET OPERATING RESULT							750,500
EXPENSE Employee Costs Operating Expenses Materials & Contract Depreciation	14,005 (12,898) 16,031 0	0	625,060 12,029 635,749 78,748	750,500 14,600 597,900 79,400 114,600	125,440 2,571 (37,849) 652 0	0 0 0 0	14,600 597,900 79,400 114,600
Internal Transactions TOTAL OPERATING EXPENSE	17,138	0	1,466,185	1,557,000	90,815	0	1,557,000
CAPITALISED EXPENSE		٥	3,125	0	(3,125)	0	0
Balance Sheet	0	0	3,125	0	(3,125)	0	0
TOTAL CAPITALISED EXPENSE TOTAL EXPENSE	17,138	0	1,469,310	1,557,000	87,690	٥	1,557,000
REVENUE User Fees & Charges	0 0	0		0 1,462,200	(370) 49,715	0 0	
Internal Transactions	0	0		1,462,200	49,344	0	
TOTAL REVENUE	(17,138)	0	(56,455)	(94,800)	(38,345)	0	(94,800)
NET SURPLUS / (DEFICIT)			理學學學				
PROJECTS	0	0	0	0			
Operating Projects	0		0	0	0	<u> </u>	



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Traffic & Projects

Tanno Guller				tale and the second reduced	**************************************		al Year
		1466 444 (A) 24-54 3-5 35		4	Zajarce	Land to the State of the State	uc ce
ast Centre							667,900
PERATING	18,067	0	642,391	667,900	25,509	0	69,800
nvestigation & Design	2,820	o l	69,642	69,800	158	o l	427,800
Road Safety	15,892	0	387,570	427,800	40,230 (882)	ő	0
raffic Management	882	0	882	0			4.405.500
Road Safety Programs	37,661	0	1,100,486	1,165,500	65,014	0	1,165,500
NET EXPENDITURE / (REVENUE)					1		
NET OPERATING RESULT				200.251MM.			
EXPENSE		ا	1,084,424	1,062,800	(21,624)	o	1,062,800
Employee Costs	42,182	0		96,600	(15,309)	o	96,600
Operating Expenses	2,237	0	111,909	41,600	14,584	o	41,600
Materials & Contract	605	이	27,016	41,000	(1,266)	o	0
Depreciation	0	0	1,266		(571)	ol	92,400
Internal Transactions	48	0	92,971	92,400			1,293,400
TOTAL OPERATING EXPENSE	45,072	0	1,317,586	1,293,400	(24,186)		1,230,400
CAPITALISED EXPENSE		l	•	0	0	o	0
Balance Sheet	(7,411)	0	0			0	0
TOTAL CAPITALISED EXPENSE	(7,411)	0	0	0	0		1,293,400
TOTAL EXPENSE	37,661	0	1,317,586	1,293,400	(24,186)	0	1,293,400
REVENUE					(00.542)	٥	19,900
User Fees & Charges	0	0	80,413	19,900	(60,513)	ő	108,000
Grants Recurrent	0	0	126,778	108,000	(18,778)	0	0
Contributions	0	0	9,909	0	(9,909)		
TOTAL REVENUE	0	0	217,100	127,900	(89,200)	0	127,900
	(37,661)	0	(1,100,486)	(1,165,500)	(65,014)	0	(1,165,500)
NET SURPLUS / (DEFICIT)	(37,001)	n se a se		a side and a new disease			
PROJECTS TO THE RESIDENCE OF THE PROJECT OF THE PRO				0	(69,723)	0	0
Capital Projects	(415,107)	C	<u> </u>	0	(69,723)		
TOTAL PROJECTS	(415,107)		69,723		(53,125)		
							-



DEPARTMENT SUMMARY

Department : Waste Management

NET EXPENDITURE	Adjustm	ents	A A	djustments Year	To Date in the	Commitments	
Responsibility Geritre	Actual	Budge		Budget			
OPERATING		<u> </u>		Budget	Variance		Budget
Domestic Waste	1,097,816	0	/000 6 11				
Trade Waste	154,105	0	(=00,010)	960,900	1,170,243	1 .	960,900
NET EXPENDITURE / (REVENUE		0	(546,325)	(549,600)	(3,275)		(549,600)
TET EXPENDITURE / (REVENUE) 1,251,921	0	(755,668)	411,300	1,166,968		(010,000)
							411,300
NET OPERATING RESULT		ati da nes un s					i
a the contraction of the operation of the character of	·其 花熟香香塘塘	<u> </u>					
EXPENSE					<u> </u>	<u> 186 Yer de 199 - Ya</u>	
Employee Costs	30.712	0	205		1		
Operating Expenses	2,853	0	295,562	255,400	(40,162)	(255,400
Materials & Contract	1,398,437	0	58,262	97,000	38,738	(97,000
Pensioner Rebate	0	0	9,309,046	10,058,000	748,954	C	10,058,000
Depreciation	0	0	187,763	193,500	5,737	O	193,500
Internal Transactions	0	0	18,751	33,000	14,249	O	33,000
TOTAL OPERATING EXPENSE		0	1,103,777	1,091,600	(12,177)	0	
	1,432,001	0	10,973,160	11,728,500	755,340		
TOTAL EXPENSE	1,432,001	0	10,973,160	11 700 500			11,728,500
REVENUE	j	-	15,070,700	11,728,500	755,340	o	11,728,500
Annual Charges		- 1			i	i	
Jser Fees & Charges	0	0	9,628,459	9,591,200	(37,259)	ار	0.504.000
nterest Income	0	0	1,635,873	1,459,000	(176,873)	0	9,591,200
Grants Recurrent	178,074	0	243,680	47,500	(196,180)	9	1,459,000
nternal Transactions	0	0	104,711	108,000	3,289	0	47,500
1	2,007	0	116,105	111,500	(4,605)	ď	108,000
OTAL REVENUE	180,081	0	11,728,828	11,317,200	(411,628)		111,500
ET SURPLUS / (DEFICIT)	(1,251,921)	0	755,668	(411,300)		0	11,317,200
OJECTS				(411,300)	(1,166,968)	0	(411,300)
erating Projects	<u> </u>						
TAL PROJECTS	(2,055)	0	0	0	0	0	0
	(2,055)	0	0	0	0		
							0



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Domestic Waste

			A STATE OF THE STA	THE PERSON NAMED IN		Onto Incests	Fig. Straff (in the line)
			en geralder i de en		CECTANON ECONO LANGUAGE VICTOR CONTRACTOR CO		- Variation (- November 19
0.63 (54) 100 (10) (10) (10) (10) (10) (10) (10) (10)				aligipotisti salasi Asabe	dinisi di mananana ma		
OPERATING	l .	_	:= === 004\	(4.000.400)	026 104	٥	(4,269,100)
Domestic Waste	289,191	0	• •			ő	3,284,300
Green Waste Service	436,780	_				ő	1,945,700
Recycling Service	371,845	0					
NET EXPENDITURE / (REVENUE)	1,097,816	0	(209,343)	960,900	1,170,243		900,900
	en e	erija poj Transa. Spliniški nak	one (1970) by pulky (1974) Professional Commence			海阳海 中中	是程序性物理
EXPENSE					1		1
	29.148	0	255,371	218,100	(37,271)		
		ő	57,662	96,400	38,738	0	
		ő		9,044,000	763,589	0	1
	1,244,234	ő		193,500	5,737	0	1
,		ő	18,751	33,000	14,249	0	7
	0	ő	1,103,777	1,091,600	(12,177)	0′	1,091,600
		0		10,676,600	772,866	0	10,676,600
TOTAL UPERATING LAI LINE					772 866	<u> </u>	10,676,600
TOTAL EXPENSE	1,276,254	υj	9,903,734	10,676,000	112,000	1	10,070,000
REVENUE		,			:22.245)	1 ,	0.454.300
CALCASE CALCASE		1					
1	1 *	-				1	
	178,074	- 1	l.		· ·	' l	
	0	0 '	1				
	364	0′	1,156	0	(1,156)	<u> </u>	/
	178,438	0	10,113,077	9,715,700	(397,377)	,	0 9,715,700
	(1.097,816)	0	209,343	(960,900)	(1,170,243)	, ,	0 (960,900)
	Service 289,191 0 (5,205,204) (4,269,100) 936,104 0 (4,269,100) 3,284,300 120,521 0 3,284,300 120,521 0 3,284,300 120,521 0 3,284,300 120,521 0 3,284,300 120,521 0 3,284,300 120,521 0 3,284,300 120,521 0 3,284,300 120,521 0 3,284,300 120,521 0 1,945,700 113,617 0 1,945,700 113,617 0 1,945,700 113,617 0 1,945,700 113,617 0 1,945,700 113,617 0 1,945,700 113,617 0 1,945,700 113,617 0 1,945,700 1,170,243 0 960,900 1,170,243 0 960,900 1,170,243 0 960,900 1,170,243 0 960,900 1,170,243 0 9,640 9,640 1,244,254 0 8,280,411 9,044,000 763,589 0 9,044,000 1,244,254 0 1,87,513 33,000 14,249 0 33,000 33,000 3,200 1,244,254 0 1,103,777 1,091,600 (12,177) 0 1,091,600 1,09						
PROJECTS AND							0 0
Operating Projects							
TOTAL PROJECTS	(2,055)	0	0	0		<u> </u>	/ -
			<u></u>			<u> </u>	



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Trade Waste

							Biviget 1 1 1
Scot Contra	National Association	ality and according					(A) (B)
OPERATING				(540,000)	(2.275)	o	(549,600)
Trade Waste	154,105	0	(546,325)	(549,600)	(3,275)		
NET EXPENDITURE / (REVENUE)	154,105	0	(546,325)	(549,600)	(3,275)		(549,600)
					11 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (
				eli (
EXPENSE							27 200
Employee Costs	1,564	0	40,191	37,300	(2,891)	0	37,300
Operating Expenses	0	0	600	600	0	٩	600
Materials & Contract	154,183	0	1,028,635	1,014,000	(14,635)	- 0	1,014,000
TOTAL OPERATING EXPENSE	155,747	0	1,069,426	1,051,900	(17,526)	0	1,051,900
TOTAL EXPENSE	155,747	0	1,069,426	1,051,900	(17,526)	0	1,051,900
REVENUE							
Annual Charges	0	0	438,614	440,000	1,386	0	440,000
User Fees & Charges	0	0	1,062,189	1,050,000	(12,189)	이	1,050,000
Internal Transactions	1,643	0	114,948	111,500	(3,448)	0	111,500
TOTAL REVENUE	1,643	0	1,615,751	1,601,500	(14,251)	0	1,601,500
NET SURPLUS / (DEFICIT)	(154,105)	0	546,325	549,600	3,275	0	549,600
			701477715949		\$100 \$100 BB	1683	经营制型 验
							· ·
TOTAL PROJECTS							



PROJECTS - 2005/06

Department : Civic Management

Adjustments Year To Date

Printed On 07-August-2006

AVENTO CUBB	Adjustilients								and street
					Congress		Revised Bud Juriding / Fra	venue i	xpense:
Projects	A MARINE			1-12-674-18					
ouncil Programs 00009 - Media Monitoring & A	31,857	0	00	31,857	0	0	0 0	0	0
otal For: Council Programs	31,857	0	0	31,857	0	0	U		
thar	75,735	0	0	75,735	0	0 0	42,600 0	0 0	42,600 0
00396 - 2005/06 By Election 00022 - Mayoral's Newsletter	0	0	0	0	0	0	42,600	0	42,600
otal For: Other	75,735	0	0	75,735	}	0	42,600	0	42,600
Total Projects	107,592	0	0	107,592	0				
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Department: Community Services

Adjustments Year To Date

COLONDO GUDIN	Aujustinent								
					Commit	30.40.000	Revised Bu		
Projects	Net j.					Met - F	unding 15	evenué b	xpense
ouncil Programs	70	0	0	76	0	0	0	0	0 0
0000 - Meals On Wheels Di	76		0	8,013	0	0	0	0	0
0001 - Mayoral Christmas P	8,013	0	11,000	(288)	o l	0	0	0	0
0002 - Australian Day Conce	(11,288)	0 0	0 0	157	0	0	0	0	
0004 - Anzac Service	157		0	2,603	0 1	0	0	0	(
0005 - Mayoral/Civic Functi	2,603	0	0	14,933	0	0	0	0	(
0007 - Citizenship	14,933	0	100	43,765	0	0	0	0	(
00010 - Centenary of Local G	43,665	0	0	19,116	o	0	0	0	
00026 - Centenary Events	19,116	0	U			0	0	0	
otal For: Council Programs	77,274	0	11,100	88,374	0		Ü	_	
ther			_	0.005	0	2,000	0	0	2,00
00034 - Resident Feedback R	2,225	0	0	2,225	1	2,000	31,500	0	31,50
00055 - A Non-User Survey of	0	20,000	0	20,000	0	0	39,200	0	39,20
00064 - Special Purpose Gra	0	0	0	0	0	0	39,200	0	39,20
00151 - Library Self-Checkers	0	0	0	0	0		0	0	
00151 - Library Self-Checkers 00187 - New Residents Kit	(3,055)	0	0	(3,055)		1	0	ő	15,00
00787 - New Residents Nit	5,000	0	0	5,000	0	15,000	0	22,000	22,00
00294 - I.D. Community Prof	0,000	(22,000)	22,000	0	0	0		22,000	,
00400 - RAAF Base Public Ar	(15)	(1,803)	1,818	0	0		0	0	
00416 - Youth Anti-Racism Pr 00418 - VRRTS Project	0	(8,167)	8,167	0		+	100 000	22,000	148,90
otal For: Other	4,155	(11,970)	31,985	24,170	0		109,900		
otal Projects	81,429	(11,970)	43,085	112,544	0	17,000	109,900	22,000	148,9



Department : Finance & Business

Adjustments Year To Date

	4 \$ 4.45		4 . 7. 7.		Commit	an weeks	Revised	Budget	(#4.) (#4. des 100
Projects	Net F	uriding .	Revenue	Extense		Net	Funding		Expense
Other							(E.A. 1 5.385) (Sp. 7 5.9	. A 352 C V 2 T 1 K A 1 K	Carlo Transcon
100012 - IT Corporate System	0	0	0	0	0	0	0	0	0
100149 - 48 St. Johns Avenue	(337)	0	0	(337)		0	ő	0	0
100210 - IT Initatives	8,612	0	0	8,612	0	100,000	0	0	100,000
100389 - Telecommunications 100401 - Tulkiyan Heritage Str	13,697	0	0	13,697	0	12,000	0	0	12,000
Total For: Other	1,900	0	6,000	7,900	0	6,000	0	6,000	12,000
Total For. Other	23,872	0	6,000	29,872	0	118,000	0	6,000	124,000
Total Projects	23,872	0	6,000	29,872	0	118,000	0	6,000	124,000
									j



Department : Open Space Adjustments Year To Date

	i de San			v de e	Marketini Parketini	100	Revised	l'Budget	
Continue of the Projects of the service of the	Net	anging.					Funding	Revenue	Expense
Biodiversity									
100313 - Sheldon Forest	0	31,781	0	31,781			20.000	•	00.000
100314 - Browns Field And Su	ا آ		0		. `	0		0	30,000
100315 - Browns Forest (Bgh)	ľő	_ , ,	0		. 1	0		0	40,000
100316 - St Ives Showground (o		0		. 1	0	•	0	20,000
100317 - Aluba Oval And Surr	ا ٥	22,797	0			0	,	0	30,000
100318 - The Glade	ŏ	8,372	0			0	,	0	20,000
100319 - Maddison (BGH)	ő	23,656	0		ł	0	,	0	15,000
100320 - Acron Oval	o	15,901	0	15,901	. 1	1		0	30,000
100321 - Turiban Reserve (Bg	٥	22,212	0	22,212	.	1		0	20,000
100322 - Wildlife Promotion An	0	9,791	0	9,791	F T	i		0	25,000
100323 - Feral Animal / Noxio	ő	4,100				ł	,	0	10,000
Total For: Biodiversity			0	4,100) (0	15,000	0	15,000
Total For Biodiversity	0	209,391	0	209,391	() 0	255,000	0	255,000
Car Parks						ĺ			,
100398 - Canoon Road Addit	20,585	0	^	20 505		10.400	_		
Total For: Car Parks	··········	- 0	0	20,585		18,100	0	0	18,100
Total Of Cal Parks	20,585	0	0	20,585	0	18,100	0	0	18,100
Catchment						1		_	,
100020 - Catchment Managem	50,193	0		FO 400	İ .				
100023 - Stormwater Trust Str	9,259		15.000	50,193	i T		0	0	86,900
100025 - Blackbutt Creek Stor	9,239	62,300	15,000	86,559	1		62,300	0	62,300
100152 - Cowan Catchment Ri	0	0	1,064	1,064	1 -		0	25,600	25,600
100203 - Catchment Managem	0	0	0	0	0		15,100	0	15,100
Total For: Catchment		0	0	0	0	0	0	0	0
Total For. Catchment	59,453	62,300	16,064	137,817	0	86,900	77,400	25,600	189,900
Council Programs					Ī		7.1,100	20,000	100,000
400024 - Backyard Buddies	2,197	0			1				
Total For: Council Programs	2,197	0	0	2,197	0	0	0	0	0
Total For. Council Programs	2,197	0	0	2,197	0	0	0	0	0
Community Partnershi]	1	_	Ŭ	· ·
100333 - Bushcare Site Impro	0	40.047	_			1			
100334 - Bushcare	0	43,017	0	43,017	0) 0	45,000	0	45,000
100335 - Urban Landcare	0	19,142	0	19,142	0	0	15,000	O	15,000
100336 - Community Firewise	0	10,641	0	10,641	0	0	10,000	0	10,000
100337 - Tree Nurturers	0	9,026	0	9,026	} 0	0	10,000	0	10,000
100338 - Parkcare	0	9,880	0	9,880	0	0	10,000	0	10,000
100339 - Small Grant Projects	0	5,939	0	5,939	0	0	10,000	0	10,000
100340 - Promotions And Init	0	17,570	0	17,570	0	0	80,000	0	80,000
	0	8,834	0	8,834	0	0	20,000	0	20,000
Total For: Community Partnershi	0	124,049	0	124,049	0	0	200,000	0	
Communication			_	,	ľ	ĺ	200,000	U	200,000
100358 - Quarterly Newsetters	_				ĺ				Ì
100359 - General Promotion	0	0	0	0	0	0	40,000	0	40,000
	0	15,493	0	15,493	0	0	40,000	0	40,000
Total For: Communication	0	15,493	0	15,493	0	0	80,000	0	90,000
Drainage				,		Ŭ	00,000	U	80,000
100415 - Enviro Trust Glade	_			Ì	i				1
<u> </u>	0	(63,850)	63,850	0	0	0	0	0	0
Total For: Drainage	0	(63,850)	63,850	0	0	0	0	0	
Golf Courses		, , ,	,	*	Ü	0	U	U	0
Golf Courses 100007 - Golf Course Improve				ì					- 1
	643	0	0	643	0	0	0	0	اه
100208 - Golf Course Improve	24,357	25,251	0	49,608	0	0	25,000	0	25,000
100209 - Golf Course Improve	(25,000)	25,000	0	0	0	0	25,000	0	25,000
Total For: Golf Courses	0	50,251	0	50,251	0	0			
Stania de la compania del compania del compania de la compania del compania del compania de la compania de la compania del	·		U	00,201	٠ļ	U	50,000	0	50,000
Monitoring & Evaluat									ĺ
100351 - Biodivestiy (Macroinv	0	23,000	0	23,000	0	0	20,000	0	20,000
	· · · · · · · · · · · · · · · · · · ·								



Department : Open Space
Adjustments Year To Date

	*******				. P. Commit		Revise	: Budget	
Projects	A Net			()=-0E-085	A Marie Control	Net	Fanding	Revenue	Expense
100352 - Aerial/Satalite Canop	0	0	0			0	35,000	0	35,000
100353 - Community Survey	0	0	0	0		0	20,000	0	20,000
100354 - Social Research	0	1,500	0	1,500	0	0	20,000	0	20,000
100355 - Program Evaluation	0	0	0	0	0	0	20,000	0	20,000
100356 - Fire - Fuel Loads And	0	40	0		0	0	10,000	0	10,000
100357 - Weed Inspectorial (W	0	0	0	0	0	0	10,000	0	10,000
Total For: Monitoring & Evaluat	0	24,540	0	24,540	0	0	135,000	0	135,000
Other	,								
100030 - Memorial Seat Donat	(60)	0	1,185	1,125	0	l 0	0	0	0
100031 - Noxious Weeds 2003	0	0	0	0	0	Ö	2,400	0	2,400
100037 - Noxious Weeds 2004	0	7,864	8,105	15,969		0	7,864	9,036	16,900
100045 - Intergrated Catchmen	0	47,414	18,000	65,414	0	О	68,000	18,000	86,000
100069 - Wildflower Garden So	2,550	8,000	0	10,550	0	2,500	8,000	0	10,500
100080 - North Turramurra Re	0	35,021	0	35,021] 0	0	110,000	0	110,000
100125 - Bee Proactive 2003/	0	0	0	0	0	0	0	0	0
100129 - Bushland Interface P	0	10,161	0	10,161	0	0	29,300	0	29,300
100188 - Maintenance of RTA 100296 - 100-102 Rosedale Rd	0	360	0	36 0	0	0	700	0	700
100390 - Noxious Weeds 2005	0	5,000	0	5,000	0	0	5,000	0	5,000
100397 - LGAG Weed Control	0	(14,379)	18,069	3,690	0	0	0	18,000	18,000
100406 - Natural Disaster Miti	0	(20,517)	27,948	7,431	0	0	0	28,700	28,700
100407 - Capital Purchases	15,641	0	22,666	38,307	0	0	0	22,700	22,700
100414 - Open Space Acquisi	0	19.000	0	0	0	0	0	0	0
Total For: Other		18,000	0	18,000	0	0	0	0	0
	18,131	96,923	95,973	211,027	0	2,500	231,264	96,436	330,200
Parks					<u> </u>				
100061 - Bicentennial Park Pic	0	26,143	86,950	113,093] 0	0	46,000	0	46,000
100062 - Echo Point Park SHF	293	0	8,225	8,518	o	0	0	0	70,000
100215 - Park Development	0	7,936	35,763	43,699	, 0	0	0	0	0
100369 - St. Ives Showground 100370 - Bicentennial Park	0	15,150	15,000	30,150	0	0	25,000	0	25,000
100370 - Bicentennial Park	0	35,222	0	35,222	0	0	20,000	0	20,000
100372 - Barra Brui Oval Off L	0	1,187	0	1,187	0 [0	65,000	0	65,000
100373 - Park Signage	0	57,633	0	57,633	0	0	45,000	0	45,000
100374 - Toolong Reserve Off	0	11,689	0	11,689	0	0	15,000	0	15,000
100375 - Warrimoo Oval Park	0	10,000 0	0	10,001	0	0	10,000	0	10,000
100376 - Sir Robert Menzies P	2,070	3,965	0	0	0	0	10,000	0	10,000
100377 - City View Park	(2,221)	6,110	0	6,035	0	0	5,000	0	5,000
100394 - Telecommunications	0	1,250	0	3,890	0	0	5,000	0	5,000
100410 - Noxious Weed Contr	0	(3,957)	3,957	1,250 0	0	0 0	10,000	0	10,000
Total For: Parks	143				0		0	4,000	4,000
	143	172,329	149,895	322,367	0	0	256,000	4,000	260,000
Playground Refurbish					ļ				
100017 - Playground Refurbish	0	O	0	0	0 [0	0	0	o
100217 - Playground Refurbish	0	0	0	0	0	0	0	0	0
100364 - Barra Brui Playing Fi	0	44,813	0	44,813	0	0	15,000	0	15,000
100365 - City View Park Playg 100366 - Warrimoo Oval Play	0	11,191	0	11,191	0	0	25,000	0	25,000
100367 - Sir Robert Menzies P	0	26,098	0	26,098	0	0	35,000	0	35,000
100368 - Queen Elizabeth Res	0	29,279	0	29,279	0	0	35,000	0	35,000
Total For: Playground Refurbish	0	21,559	0	21,559	0	0	40,000	0	40,000
	0	132,939	0	132,939	0	0	150,000	0	150,000
Swimming Pool				İ					
100013 - Swimming Pool Refu	0	0	0	0	0	0	0	0	0
100213 - Swimming Pool Refu	0	0	0	0	ő	0	0	0	n
100362 - Pool Refurbishment S	6,233	300,000	0	306,233	0	0	300,000	0	300,000
100363 - Pool Feasibility Study	(6,233)	16,176	0	9,944	0	0	50,000	0	50,000
						·			



Department : Open Space Adjustments Year To Date

1000000000000000000000000000000000000	Adjustine				_				eri nga m	The St
		Achiel v	100		Commit	Set S	ien Fi	Revised Budge Incline Rev		xpense
Projects	Net P		a de da	erez.		+		350,000	anter i store ever i sone	350,000
al For: Swimming Pool	0 3	316,176	0 3	16,176	0		0 3	500,000		
	1			47,544	0	, }	0	80,000	0	80,00
creation & Fire Ma	26,828	47,544		34,538	. 0		0	100,000	_	100,00
341 - Ground Truth Bushfi	(26,828)	61,367		34,536	i	1	0	100,000	0	50,00
0342 - Golden Jubilee Fire T	0	0	0	0			0	50,000	0	20,00
3343 - Samuel King To Guyd	0	0	0	1,180		0	0	20,000	0	40,00
0344 - Lister Street	1 0	1,180	0	2,497	1	0	0	40,000	0	40,0
0345 - AGAL Land 0346 - Seven Little Australia	0	2,497	0	14,161	1	0	0	40,000	0	40,0
0346 - Seven Little Additions 0347 - Sheldon Forest To Mi	0	14,161	0 0	46,668	1	ō	0	0	0	
0347 - Sheldon Forest Form	0	46,668	0	21,308	1	0	0	0	00	
0413 - KWG Walking Tracks	21,308	0			├ ──	0	0	430,000	0	430,0
otal For: Recreation & Fire Ma	21,308	173,416	0	167,896			Ü	,	٠	
				0	1	0	0	50,000	0	50,0 50,0
egulation & Enforce 20348 - Dumping	0	26,828	0 0	40,808	1	0	0	50,000	0	
00348 - Dumping 00349 - Encroachment	0	67,636	0	9,769		o	0	50,000	0	50,
00349 - Encloachment 00350 - Noxious Weed Contr	0	9,769				+-	0	150,000	0	150,
otal For: Regulation & Enforce	0	104,234	0	50,577		0	U	1001000		
			0 -00	20.025			0	253,700	0	253
Sportsfields 100016 - Sportsfield Refurbish	(226,438)	253,700	2,763	30,025		ŏ	25,000	0	0	25
100016 - Sportsheid Returbion 100027 - Greenwood Quarry 2	0	0	0		5	ŏ	0	209,600	0	209
100027 - Greenwood Gddiny 2 100028 - Sportsfield Refurbish	(209,600)	209,600	0 170	67,09		o l	0	0	0	^75
100028 - Sportsfield Refurbish	4,924	0	62,170	654,98		ŏ	0	375,000	0	375
100360 - Queen Elizabeth Oval	279,983	375,000	0 500	460,06	7	ő	0	300,000	0	300
100361 - Barra-Brui Oval	151,131	308,436	<u> </u>			0	25,000	1,138,300	0	1,163
Total For: Sportsfields	0	1,146,736	65,433	1,212,16	9	١	20,000	••		
Tennis Court Refurbi		^	0		0	0	0		0	
100014 - Tennis Court Refurbi	0		0	52,67	1	0	0	62,000	0	
100214 - Tennis Court Refurbi	. 0					0	0	62,000	C	6:
Total For: Tennis Court Refurbi	0	52,678	0	52,67	70	Ĭ	·			
Tree Planting		. 0	0			0	0		23,800	-
100018 - Tree Planting	0	_	22,392		_ !	0	0			
100155 - St Ives Tree Planting	0		22,392			0	C	120,000		
100212 - Canopy Replenishme	0		22,392			0	(120,000	23,80	0 14
Total For: Tree Planting		123,107	22,002	- •		\				0
Water & Catchments		0 8,992	0)	0	0		50,000		0 0
100324 - Creek Maintenance	1	•	d		0 \	0		0 80,000		0
100325 - Coups Creek (The Gl	l l	0 0 0 34,330	C		330	0		0 50,000 0 35,000		0
100326 - Stoney Creek (Richm		0 0	(ס	0	0				0
100327 - Middle Harbour		0 11,125	(o 11,	125	0				0
100328 - Cowan Creek	, I	0 0	(0	0	0		0 35,000 0 10,000		0
100329 - Lane Cove		0 0	(0	0	0		0 20,000		0
100330 - Blackbutt Creek	1	0 4,440	,	0 4,	440	0	<u> </u>	0 25,000		0
100331 - Du Faur Street Wetla		0 8,992		0	0	0				0 3
100332 - General Sites		0 67,878		0 49	895	0	1	0 340,000		υ ,
Total For: Water & Catchments		010,10								0
Water Sensitive Urba	ļ	0 50,049		0 41	,057	0]	0 50,000		0
100310 - Lindfield Soldiers Ova	10.0	•		_	,188	0		0 100,000		0
100311 - Swales And Bioreten	(8,9)	·		0 51	,360	0		0 20,000		0
100312 - Integrated Side Entry	3,4	0 21,570		0 21	,570	0	1			0
100405 - Swain Garden		0 3,309		0 3	3,309	0	1	0 0		
100417 - Bicentennial Park Sto	1	-,			Į					



Department : Open Space Adjustments Year To Date

		AN CONTRACT CONTRACT SERVICES	Consent	Net	AND COMPANY AND A SECOND OF THE PARTY OF THE	Budget Revenue	Expense
Projects Total For: Water Sensitive Urba		0 125,484	0	0	170,000	0	170,000
Total For: Water Sensitive Orba	(5,579) 140,054						4,477,300
Total Projects	116,238 2,948,645	413,607 3,362,633	0	132,500	4,194,964	149,836	4,477,300
				<u>.</u>			
				Í			



Department : Planning & Enviro

Adjustments Year To Date

Other 100005 - RDS Stage 2 - Traffic 135,40 100021 - Heritage Item Assess 80,43 100035 - Ecological Endangere 16,01 100036 - Queen Elizabeth Res 31,31 100038 - Heritage DCP 2003/ 0 100040 - Heritage UCA - Stage 10,29 100041 - Mixed Use Commerci 0	7	24,850 200,000 25,000	135,40 80,43 16,01 31,31 10,29 10,559 41,54 34,560 26,270 265,722 60,568	0	48,700 80,000 0 6,100 43,000 12,800 12,700 30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000)	4.4. A	Budget Revenue 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	48,70 80,00 6,10 43,00 12,80 12,70 30,00 18,50 55,30 45,90 45,90 45,00 45,00 40,00 1,000 8,700 24,800 0 20,000 13,000
Other 100005 - RDS Stage 2 - Traffic 135,40 100021 - Heritage Item Assess 80,43 100035 - Ecological Endangere 16,016 100036 - Queen Elizabeth Res 31,315 100038 - Heritage DCP 2003/ 10,297 100040 - Heritage UCA - Stage 10,297 100041 - Mixed Use Commerci 6 100042 - SEPP 65 Design Pan 6 100043 - Special Area Studies 5,598 100146 - RDS Stg 2-Public Do 41,541 100147 - RDS Stg 2-Special C 34,560 100148 - RDS Stage 1 - Retail 26,270 100159 - St Ives Conservat-10 265,722 100177 - Urban Design 2004/2 265,722 100178 - Economic Advice 200 60,568 100179 - Community Consultat 1,325 100211 - Planning Projects 32,518 100295 - Watersmart Challeng 0 100296 - Planning Reform Fun (200,000 100391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 Total For: Other 555,733	77	249,850	135,40 80,43 16,01 31,31 10,29 10,29 10,29 11,54 34,560 26,27	0	48,700 80,000 0 6,100 43,000 12,800 12,700 30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	48,70 80,00 6,10 43,00 12,80 12,70 30,00 18,50 55,30 45,90 45,90 45,90 40,00 1,00 586,000 24,800 0 20,000 13,000
100021 - Heritage Item Assess 100035 - Ecological Endangere 100036 - Queen Elizabeth Res 100038 - Heritage DCP 2003/ 100040 - Heritage UCA - Stage 100041 - Mixed Use Commerci 100042 - SEPP 65 Design Pan 100043 - Special Area Studies 100146 - RDS Stg 2-Public Do 100147 - RDS Stg 2-Special C 100148 - RDS Stage 2 - Proj 100158 - RDS Stage II - Retail 100159 - St Ives Conservat-10 100177 - Urban Design 2004/2 100178 - Economic Advice 200 100179 - Community Consultat 100186 - Interface Issues-Notic 100291 - Planning Projects 100295 - Watersmart Challeng 100298 - Planning Reform Fun 100391 - Energy Efficient Scho 100409 - KMC Photographic C 10051 - Stage II - Retail 10064 - Interface Issues-Notic 10079 - Community Consultat 10079 - Community Consultat 10079 - Community Consultat 10079 - Watersmart Challeng 10079 - Watersmart Challeng 10079 - Planning Reform Fun 10079 - KMC Photographic C 10070 - KMC Photographic C 10070 - Stage II - Retail 10070 - KMC Photographic C 10070 - Stage II - Retail 10070 - Stage II - Retail 10070 - Retail	0	24,850 249,850	80,43 16,01 31,31 10,29 10,29 110	0	80,000 0 6,100 43,000 12,800 12,700 30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0 0 5,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80,00 6,10 43,00 12,80 12,70 30,00 18,50 55,30 12,00 45,90 45,90 40,000 1,000 8,700 24,800 24,800 13,000
100021 - Heritage Item Assess 100035 - Ecological Endangere 100036 - Queen Elizabeth Res 100038 - Heritage DCP 2003/ 100040 - Heritage UCA - Stage 100041 - Mixed Use Commerci 100042 - SEPP 65 Design Pan 100043 - Special Area Studies 100146 - RDS Stg 2-Public Do 100147 - RDS Stg 2-Special C 100148 - RDS Stage II - Retail 100159 - St Ives Conservat-10 100177 - Urban Design 2004/2 100178 - Economic Advice 200 100179 - Community Consultat 100186 - Interface Issues-Notic 100295 - Watersmart Challeng 100391 - Energy Efficient Scho 100409 - KMC Photographic C 100186 - Otal For: Other 100186 - Interfore Issues-Notic 100391 - Energy Efficient Scho 100409 - KMC Photographic C 100186 - Interfore Issues-Notic 100391 - Energy Efficient Scho 100409 - KMC Photographic C 1006017 - Stage II - Retail 100409 - Stage II - Retail 100409 - KMC Photographic C 100409 - Stage II - Retail 104540 - Stage II - Retail 1054540 - Stage II - Retail 1064540 - Stage II - Ret	0	24,850 249,850	80,43 16,01 31,31 10,29 10,29 110	0	80,000 0 6,100 43,000 12,800 12,700 30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0 0 5,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	80,00 6,10 43,00 12,80 12,70 30,00 18,50 55,30 12,00 45,90 45,90 40,000 1,000 8,700 24,800 24,800 13,000
100035 - Ecological Endangere 100036 - Queen Elizabeth Res 100038 - Heritage DCP 2003/ 100040 - Heritage UCA - Stage 100041 - Mixed Use Commerci 100042 - SEPP 65 Design Pan 100043 - Special Area Studies 100146 - RDS Stg 2-Public Do 100147 - RDS Stg 2-Special C 100148 - RDS Stage 2 - Proj 100158 - RDS Stage II - Retail 100159 - St Ives Conservat-10 100177 - Urban Design 2004/2 100178 - Economic Advice 200 100179 - Community Consultat 100186 - Interface Issues-Notic 10211 - Planning Projects 10295 - Watersmart Challeng 10298 - Planning Reform Fun 10391 - Energy Efficient Scho 10409 - KMC Photographic C 1050177 - Other 1050177 - Other 1050177 - Urban Design 2004/2 1050178 - Economic Advice 200 1050179 - Community Consultat 1050179 - Community Consul	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24,850 249,850	16,01 31,31 10,29 10,29 110,20	0	0 0 6,100 43,000 12,800 12,700 30,000 18,500 55,300 12,000 45,900 49,400 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,16 43,00 12,80 12,70 30,00 18,50 55,30 12,00 45,90 49,40 5,00 45,00 40,00 1,00 24,800 (20,000 13,000
100036 - Queen Elizabeth Res 100038 - Heritage DCP 2003/ 100040 - Heritage UCA - Stage 100041 - Mixed Use Commerci 100042 - SEPP 65 Design Pan 100043 - Special Area Studies 100146 - RDS Stg 2-Public Do 100147 - RDS Stg 2-Special C 100148 - RDS Stage 2 - Proj 100158 - RDS Stage II - Retail 100159 - St Ives Conservat-10 100177 - Urban Design 2004/2 100178 - Economic Advice 200 100179 - Community Consultat 100186 - Interface Issues-Notic 100291 - Planning Projects 100295 - Watersmart Challeng 100391 - Energy Efficient Scho 100409 - KMC Photographic C 1005034 - Stage II - Retail 10060391 - Stage II - Retail 10070391 - Energy Efficient Scho 10070409 - KMC Photographic C 10070391 - Stage II - Retail 10070391 - Stage II - Retail 10070391 - Stage II - Retail 10070391 - Energy Efficient Scho 10070409 - KMC Photographic C 10070391 - Stage II - Retail 10070391 - Stage II - Retail 10070391 - Stage II - Retail 10070391 - Energy Efficient Scho 10070391 - Stage II - Retail 10070391 - Stage II - Retail 10070391 - Energy Efficient Scho 10070391 - Stage II - Retail 10070391 - Stage II - Retail 10070391 - Stage II - Retail 10070391 - Energy Efficient Scho 10070391 - Stage II - Retail 10070391 - Stage II - Retail 10070391 - Energy Efficient Scho 10070391 - Stage II - Retail 10070391 - Stage	9	24,850 249,850	31,31 10,29 10,29 10,55,59 11,54 34,56 126,27 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0 802,663	9	6,100 43,000 12,800 12,700 30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0 5,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 24,800 200,000 20,000 0	43,00 12,80 12,70 30,00 18,50 55,30 12,00 45,90 49,40 5,00 40,00 1,00 8,70 586,00 24,80 (20,000 13,000
10,293 100040 - Heritage UCA - Stage 100041 - Mixed Use Commerci 100042 - SEPP 65 Design Pan 100043 - Special Area Studies 100146 - RDS Stg 2-Public Do 100147 - RDS Stg 2-Special C 100148 - RDS Stage 2 - Proj 100158 - RDS Stage II - Retail 100159 - St Ives Conservat-10 100177 - Urban Design 2004/2 100178 - Economic Advice 200 100179 - Community Consultat 100186 - Interface Issues-Notic 100211 - Planning Projects 100295 - Watersmart Challeng 100298 - Planning Reform Fun 100391 - Energy Efficient Scho 100409 - KMC Photographic C 10050000000000000000000000000000000000	7 0 0 0 0 0 8 0 1 0 0 0 0 0 0 2,500 2 0 3 0 6 0 6 0 6 (5,420)	24,850 249,850	10,29 10,29 10,55,59 11,54 134,56 126,27 26,27 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0	0	43,000 12,800 12,700 30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0 5,000 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 24,800 200,000 20,000 0	43,00 12,80 12,70 30,00 18,50 55,30 12,00 45,90 49,40 5,00 40,00 1,00 8,70 586,00 24,80 (20,000 13,000
00041 - Mixed Use Commerci 0 00042 - SEPP 65 Design Pan 0 00043 - Special Area Studies 5,598 00146 - RDS Stg 2-Public Do 41,541 00147 - RDS Stg 2-Special C 34,560 00148 - RDS Stage 2 - Proj 26,270 00158 - RDS Stage II - Retail 26,270 00177 - Urban Design 2004/2 265,722 00178 - Economic Advice 200 60,568 00179 - Community Consultat 1,325 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 555,733	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24.850 200,000 25,000 249,850	10,29 5,59 41,54 34,56 26,27 2,50 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0 802,663	7	12,800 12,700 30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 5,000 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 24,800 20,000 0 244,800	12,86 12,76 30,00 18,50 55,30 12,00 45,90 49,40 5,00 45,00 40,00 1,00 24,80 (20,000 13,000
100042 - SEPP 65 Design Pan 100043 - Special Area Studies 100146 - RDS Stg 2-Public Do 100147 - RDS Stg 2-Special C 100148 - RDS Stage 2 - Proj 100158 - RDS Stage II - Retail 100159 - St Ives Conservat-10 100177 - Urban Design 2004/2 100178 - Economic Advice 200 100179 - Community Consultat 100186 - Interface Issues-Notic 100211 - Planning Projects 100295 - Watersmart Challeng 100298 - Planning Reform Fun 100391 - Energy Efficient Scho 100409 - KMC Photographic C 10041541,541 14,541 14,541 14,541 14,541 14,541 15,542 16,247 16,2	0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	24,850 200,000 25,000 249,850	5,599 41,54 34,560 26,270 2,500 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0	28,756	12,700 30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 5,000 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 24,800 20,000 0 244,800	12,70 30,00 18,50 55,30 12,00 45,90 49,40 5,00 45,00 40,00 1,00 24,800 (20,000 13,000
100043 - Special Area Studies	8 0 1 0 0 0 0 0 0 2,500 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24,850 200,000 249,850	5,594 41,54 34,560 (26,270 2,500 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0	28,756	30,000 18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 5,000 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 24,800 20,000 0 244,800	30,00 18,50 55,30 12,00 45,90 49,40 5,00 45,00 40,00 1,00 8,70 586,00 24,80 (20,000 13,000
00146 - RDS Stg 2-Public Do 41,541 00147 - RDS Stg 2-Special C 34,560 00148 - RDS Stage 2 - Proj 26,270 00158 - RDS Stage II - Retail 26,270 00159 - St Ives Conservat-10 265,722 00177 - Urban Design 2004/2 265,722 00178 - Economic Advice 200 60,568 00179 - Community Consultat 1,325 00186 - Interface Issues-Notic 12,740 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 0tal For: Other 555,733	1 0 0 0 0 0 0 2,500 2 0 3 0 6 0 0 (5,420) 0 0 (2,920)	24,850 200,000 249,850	41,54 34,560 26,270 2,500 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0 802,663	28,756	18,500 55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 5,000 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 24,800 20,000 0 244,800	18,50 55,30 12,00 45,90 49,40 5,00 45,00 40,00 1,00 8,70 586,00 24,80 20,000 13,000
00147 - RDS Stg 2-Special C 34,560 00148 - RDS Stage 2 - Proj 0 00158 - RDS Stage II - Retail 26,270 00159 - St Ives Conservat-10 0 00177 - Urban Design 2004/2 265,722 00178 - Economic Advice 200 60,568 00179 - Community Consultat 1,325 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 0tal For: Other 555,733	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24,850 200,000 249,850	34,560 (26,270 2,500 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0	28,756 28,756	55,300 12,000 45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	5,000	0 0 0 0 0 0 0 0 0 24,800 20,000 20,000 0	55,30 12,00 45,90 49,40 5,00 45,00 40,00 1,00 8,70 586,00 24,80 20,000 13,000
00148 - RDS Stage 2 - Proj 0 00158 - RDS Stage II - Retail 26,270 00159 - St Ives Conservat-10 0 00177 - Urban Design 2004/2 265,722 00178 - Economic Advice 200 60,568 00179 - Community Consultat 1,325 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 0tal For: Other 555,733	0 0 0 0 0 0 2,500 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24,850 200,000 25,000 249,850	26,270 2,500 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0	28,756 0 0 28,756	45,900 49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	5,000 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 24,800 200,000 20,000 0	12,04 45,96 49,46 5,06 45,06 40,06 1,06 8,76 586,06 24,80 20,00 13,00
00158 - RDS Stage II - Retail 26,270 00159 - St Ives Conservat-10 0 00177 - Urban Design 2004/2 265,722 00178 - Economic Advice 200 60,568 00179 - Community Consultat 1,325 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 otal For: Other 555,733	0 0 2,500 2 0 2,500 3 0 0 6 0 0 6 0 (5,420) 0 0 0	24,850 200,000 25,000 249,850	26,270 2,500 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0	28,756 0 0 28,756	49,400 0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	5,000 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 24,800 200,000 20,000 0	45,90 49,40 5,00 45,00 40,00 1,00 8,70 586,00 24,80 20,00 13,00 1,157,900
00159 - St Ives Conservat-10 0 00177 - Urban Design 2004/2 265,722 00178 - Economic Advice 200 60,568 00179 - Community Consultat 1,325 00186 - Interface Issues-Notic 12,740 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 0tal For: Other 555,733	2,500 2 0 3 0 6 0 6 0 7 (5,420) 0 0 0 (2,920)	24,850 200,000 25,000 249,850	2,500 265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0	28,756 28,756	0 45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	5,000 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 24,800 200,000 20,000 0 244,800	49,40 5,00 45,00 40,00 1,00 8,70 586,00 24,80 20,00 13,00 1,157,900
00177 - Urban Design 2004/2 265,722 00178 - Economic Advice 200 60,568 00179 - Community Consultat 1,325 00186 - Interface Issues-Notic 12,740 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 otal For: Other 555,733	2 0 3 0 5 0 0 0 6 (5,420) 0 0 0 (2,920)	24,850 200,000 25,000 0 249,850	265,722 60,568 1,325 12,740 32,518 19,430 0 26,430 0 802,663	28,756 0 0 28,756 0 0 0	45,000 40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0 0	0 0 0 0 0 24,800 200,000 20,000 0 244,800	5,00 45,00 40,00 1,00 8,70 586,00 24,80 20,00 13,000
00178 - Economic Advice 200 60,568 00179 - Community Consultat 1,325 00186 - Interface Issues-Notic 12,740 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 otal For: Other 555,733	3 0 5 0 0 0 6 (5,420) 0 0 0 (2,920)	24,850 200,000 25,000 0 249,850	60,568 1,325 12,740 32,518 19,430 0 26,430 0	28,756 0 0 28,756	40,000 1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0	0 0 0 24,800 200,000 20,000 0 244,800	45,00 40,00 1,00 8,70 586,00 24,80 20,00 13,00
00179 - Community Consultat 1,325 00186 - Interface Issues-Notic 12,740 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 otal For: Other 555,733	(5,420) (5,420) (2,920)	24,850 200,000 25,000 0 249,850	1,325 12,740 32,518 19,430 0 26,430 0	0 0 28,756 0 0 0 0 28,756	1,000 8,700 586,000 0 (200,000) 0 13,000	0 0 0 0 0 0 0 0	0 0 0 24,800 200,000 20,000 0 244,800	40,00 1,00 8,70 586,00 24,80 20,00 13,000
00186 - Interface Issues-Notic 12,740 00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000) 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 otal For: Other 555,733	0 0 0 (5,420) 0 0 0 0 (2,920)	24,850 200,000 25,000 0 249,850	12,740 32,518 19,430 0 26,430 0 802,663	28,756 0 0 0 0 28,756	8,700 586,000 0 (200,000) 0 13,000 908,100	0 0 0 0 0 0 0	0 0 24,800 200,000 20,000 0 244,800	1,00 8,70 586,00 24,80 20,00 13,00
00211 - Planning Projects 32,518 00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 00391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 otal For: Other 555,733	(5,420) (5,420) 0 0 (2,920)	24,850 200,000 25,000 0 249,850	32,518 19,430 0 26,430 0 802,663	28,756 0 0 0 0 0 28,756	586,000 0 (200,000) 0 13,000 908,100	0 0 0 0 0 5,000	0 24,800 200,000 20,000 0 244,800	8,70 586,00 24,80 20,00 13,00 1,157,90
00295 - Watersmart Challeng 0 00298 - Planning Reform Fun (200,000 0391 - Energy Efficient Scho 1,430 00409 - KMC Photographic C 0 0 0tal For: Other 555,733	(5,420) 0 0 0 (2,920)	24,850 200,000 25,000 0 249,850	19,430 0 26,430 0 802,663	0 0 0 0 28,756	0 (200,000) 0 13,000 908,100	0 0 0 0 5,000	24,800 200,000 20,000 0 244,800	24,80 20,00 13,00 1,157,90
200298 - Planning Reform Fun 200391 - Energy Efficient Scho 200409 - KMC Photographic C 200,000 200409 - KMC Photographic C 200,000 200409 - KMC Photographic C 200,000 200409 - KMC Photographic C 200,000 200409 - KMC Photographic C 200,000 200409 - KMC Photographic C 200,000 200409 - KMC Photographic C 200,000	(2,920)	200,000 25,000 0 249,850	0 26,430 0 802,663	0 0 0 28,756	(200,000) 0 13,000 908,100	0 0 0 5,000	200,000 20,000 0 244,800	24,80 20,00 13,00 1,157,90
20391 - Energy Efficient Scho 20409 - KMC Photographic C 20tal For: Other 2555,733	(2,920)	25,000 0 249,850	26,430 0 802,663	28,756	0 13,000 908,100	0 0 5,000	20,000 0 244,800	20,000 13,000 1,157,900
20409 - KMC Photographic C 0 Otal For: Other 555,733	(2,920)	249,850	802,663	28,756	13,000 908,100	5,000	0 244,800	13,000 1,157,900
555,733	(2,920)	249,850	802,663	28,756	908,100	5,000	244,800	1,157,900
otal Projects 555,733	(2,920)	249,850		 -	<u> </u>			
	(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,,	002,003	20,/30	908,100	5,000	244,800	1,157,900



Department : Technical Services

Adjustments Year To Date

	The State of				Commit !		Net For	Revised Budg	venue E	xpense
Projects	Not- A	etans silva	APP 1	PARE S	18 1815	e seic.	er ru	Carry Carry	7,7 (35)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
ildinas		45 000	0	15,000	0	ł	0	0	0	(
0057 - Access Works Counc	1	15,000 0	0	0	0	(0	0		
0079 - Installation of Load L	0			15,000		<u> </u>	0	0	0	(
otal For: Buildings	0	15,000	0	15,000	- 1				_	
atchment	0	0	0	0	0		0	0 0	0 0	100,00
00019 - Catchment Analysis	26,374	0	0	26,374	0	11	00,000			100,00
00202 - Catchment Analysis		0	0	26,374	0	1	000,000	0	0	100,00
otal For: Catchment	26,374	v	J		l			•	٥	
ouncil Programs	0.023	0	20,000	29,023	} 0	1	0	0	0	
00011 - Speed	9,023	0	2,202	5,339	0	,	0	0	0	
00012 - Drink Drive	3,137	0	15,852	15,740	0	,]	0	0	υ 0	
00014 - Pedestrian Safety	(112)	-	2,310	2,753	0	١.	0	0	_	
00015 - Motorcycle Safety	443	0	2,310	76	0	1	0	0	0	
00016 - School Safety	76	0	3,000	21,920	0		0	0	0	
100017 - Seniors	18,920	0	3,000	21,920	0		0	0	0	
400018 - Child Restraints	2,551	0	=	4,063	0		0	0	0	
100019 - Child Residents 100019 - Bike Week	4,063	0	0 4 001	1,501			0	0	0	
100019 - Bike Week 100020 - Graduated Licensing	410	0	1,091			1	0	0	0	
100020 - Graduated Electrony 100023 - Alternative Transport	(159)	0	10,000	9,841			0	0	0	
Total For: Council Programs	38,353	0	54,455	92,808		0	v	-		
Depot Relocation		0	0	0	,] (0	0	0	0 0	713,
100004 - Depot Relocation	0	147,109	0	147,109	, I	0	0	713,000		
100200 - Depot Relocation			0	147,109		0	0	713,000	0	713,
Total For: Depot Relocation	0	147,109	U	141,100		Ĭ			_	
Drainage		0	0	0	,	0	0	0	0	
100009 - Drainage Works	0	_	0	0	⁻ [o	0	0	0	
100070 - Burns Rd Wahroonga	0		0		~	o	0_	304,400	0	
100201 - Drainage Works	0					0	0	304,400	0	304
Total For: Drainage	0	76,846	0	/D,046	'	١				
Fleet Replacement	0	. 0	0	, 1	0	0	0	0	0	
100000 - Operational Fleet	0	_	0		0	0	0	0	0	
100001 - Passenger Fleet			65,149	532,319		0	650,000	0 000	0	
100204 - Operational Fleet	467,170 214,393		1.443,335	1,790,196		0	0	300,000		
100205 - Passenger Fleet Total For: Fleet Replacement	681,563			2,322,51		0	650,000	300,000	Ü	0 95
	00.,0	•	•				0	0		0
Footpaths	0	0 0	0	_	0	0	0	_		0
100006 - Business Centres Im			0	•	0	0	0	_		0
100010 - Footpath Works	l ő		ſ	0 4,18		0	0	_		0
100050 - Wahroonga Shopping		0 4,102	ſ		70	0	0	_		0
100137 - St Ives-Gordon C'wa		0 52,803		0 52,80	ავ	0	0	_		0
100143 - Kendall St FP 2004/		0 52,505		0	0	0	0			0
100161 - Footpath Program 20		0 26,400		0 26,40	00	0	0	_		0
100165 - Kissing Point Rd FP 2		0 20,400		0	0	0	0			0 1
100167 - Bobbin Head Rd FP 2				0 61,68	86	0	0			0 3
100206 - Business Centres Im				0	0	οl	0	_		0 3
100207 - Footpath Works	1			0 82,3		0	0	_		
100299 - Kissing Point Rd Tur		-	•	0 2,9	1	o	0	_		0
100300 - Ryde Road West Py	<u> </u>	0 2,905 0 1,800	•	•	300	0	0	_		0
100302 - Cherry St Turramurra			•	0 22,7		0	0	_		0
100306 - Binalong St West Py	1	-	-	0 25,1	1	0	0	_		0
100307 - Rushall St Pymble Fo	į.	0 25,140 0 16,385		0 16,3		ō	(0 0		0
100308 - Valley Park Cr West	!	0 16,385	1	Ü	1					



Department : Technical Services

Adjustments Year To Date

			VICTOR OF A DECEMBER			Sand water			
Projects	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9			de Sans	Compi		Revise Fooding	Surget Revenue	an ender
100309 - Eastern Arterial Rd St	O	116,265	0	116,26	5	AND THE RESERVED IN COLUMN TWO IS NOT THE REAL PROPERTY.	Michigan and American	199	al al a
100378 - Churchill Road Retai	1 o		4,613		_		0 0		0 0
100392 - Footpath Works 2004	0	•	0	•	_ {		253,000		0 0 253,00
Total For: Footpaths	1	497,231	4,613		 -		816,200		
Other			,			Ĭ Š	010,200	`	0 816,2
100073 - Firs Estate Cottage 2	(8,991) 63,106	0	54,115	_				
100126 - Bus Shelter Advertisi	(0,00,		0	•	.		53,400		53,4
100160 - C.A.R.E.S. St Ives 20	700	•	0	700	[])
100174 - Business Centre imp	0	_	0	(_ {)
100189 - Energy Australia-Ku	0	800	0	800	. '		-	(=
100190 - Energy Australia - Br	0	5,748	(5,748)		_ 1		=	(=
100191 - Energy Australia - Fe	1,821	(26,039)	81,306	57,088	.		•	(
100388 - Energy Australia Tra	0	15,849	0	15,849	5			Č	,
100395 - Bus Shelter Advertisi 100402 - Kokoda Trail Memoria	0	2,024	0	2,024	• () c	0	Ċ)
100402 - Kokoda Trali Memoria 100408 - Entry Signs for Ku-Ri	0	(3,377)	3,377	0	1 ') c	0	•)
Total For: Other	0	8,000	0	8,000) (0	C)
Total For. Other	(6,470)	66,111	78,935	138,576) 0	69,000	C	69,00
Roads									,
100003 - Road Refurbishment	. 0	0	0	0	. l		0	0	
100100 - Yirgella Ave East Kil	15	0	0	15	٠ -	_	•	0	
100108 - Minnamurra Ave Pym	0	0	0	0	· ·		0	0	
100118 - Bangalla St - Warraw	0	0	0	0			0	0	
100119 - Fox Valley Rd	0	0	0	0	;	1	ő	0	
100120 - The Comenarra Pwy	0	0	0	0	0	o	ō	0	
100121 - The Comenarra Pwy 100122 - Infrastru Levy Pavem	0	0	0	0	0	0	0	0	
100124 - Rehabilitation 2003/2	0	0	0	0	0	0	0	0	(
100192 - Eastern Arterial Rd St	67	0	0	67	0	0	0	0	(
100193 - Fox Valley Rd Wahro	64,063	162,200	127,500	353,763	0	0	127,500	0	127,500
100194 - Eastern Rd Turramurr	(30,700)	127,723	112,500	209,523	0	0	112,500	0	112,500
100218 - Infrastructure Levy W	223,203	34,913 (223,203)	35,000	60,313	0	0	35,000	0	35,000
100219 - Road Refurbishment	########)		0 87,595	0	0	0	1,767,000		1,767,000
100222 - Amusburry St St Ives	75,970	0	07,585	0 75,970	0	1,611,600	385,000	565,000	2,561,600
100223 - Avon Rd Pymble	53,396	0	0	53,396	0	0	0	0	(
100224 - Ayres Rd St Ives	1,288	0	Õ	1,288	0	0	0	0	(
100225 - Barana Pde Roseville	28,616	0	Ö	28,616		0	0	0	(
100226 - Blackburn st St Ives	41,589	0	0	41,589	0	0	0	0	0
100227 - Bligh St East Killara	17,247	0	0	17,247	o	0	0	0	0
100228 - Burnley Ave North Tu	97,222	0	0	97,222	0	0	0	0	0
00229 - College Cres St Ives 00230 - Fiona Ave Wahroong	37,619	0	0	37,619	0	0	0	ő	0
00231 - Garrick Rd St Ives	86,202	0	0	86,202	0	0	0	0	0
00232 - Hamshire Ave West	32,613	0	0	32,613	0	0	0	0	0
00233 - Karoo Ave East Lind	27,896 31,645	0	0	27,896	0	0	0	0	0
00234 - Karuah Rd Turramurr	29,353	0	0	31,645	0	0	0	0	0
00235 - Ku ring gai Ave Turr	34,068	0	0	29,353	0	0	0	0	0
00236 - Melbourne Rd East L	31,459	0 0	0	34,068	0	0	0	0	0
00237 - Milburn Place St Ives	45,081	0	0	31,459	0	0	0	0	0
00238 - Monteith St Turramur	40,120	0	0	45,081 40,120	0	0	0	0	0
00239 - Ormonde Rd Rosevil	86,823	0	0	86,823	0	0	0	0	0
00240 - Park Ave Gordon	94,015	0	0	94,015	0	0 0	0	0	0
00241 - Polding Rd Lindfield	108,692	0	0	108,692	0	0	0	0	0
00242 - Redleaf Ave Wahroo	510	0	Ö	510	0	0	0	0	0
00243 - Richmond Ave St Ive	19,933	0	Ö	19,933	0	0	0	0 0	0
00244 - Rushall St Pymble	57,048	0	0	57,048	ő	0	0	0	0
00245 - Samia Cres Killara	12,051	0	0	12.051	0	0	0	0	0
							_	~	•



Department: Technical Services

Adjustments Year To Date

	(B) (B)		Actually (4)	S PERSON	Section 1		: Re	vised Budget	
Projects		The second second second				, Ne	Fund	ng Reven	e Expense
100246 - Torokina Ave St Ives 100247 - Warragai Rd Turramu	43,488			0 43,48	8	0	0	0	0
100247 - Warragar Rd Turramu 100248 - Warrego PI East Kit	120,878			0 120,87		0	0	0	0
100249 - Warrimoo Ave St Ive	59,423		_	0 59,42	t	0	0	0	0
100250 - Infrastructure Levy -	52,818		_	0 52,81	I	0	0	0	0
100251 - Adelade Ave East Li	26,956			0 26,95		0	0	0	0
100252 - Buxton PI North Turr	227,070 49,997		_	0 227,07	1	0	0	0	0
100253 - Eden Ave South Turr	182,699		_	0 49,99		0	0	0	0 (
100254 - Eric St Wahroonga	109,612			0 182,69	1	0	0	0	0 (
100255 - Gillian Pde West Pym	139,006			0 109,61	. !	0	0	0	0 (
100256 - Inverallan Pde West	57,996		_	0 139,000	_	0	0	0	0 (
100257 - Murrua Rd Nth Turra	136,167			0 57,99(0 136.16	_ 1	0	0	0	0 (
100258 - Knox St Lindfield	112,281	`		, . •	. !	0	0	0	0 (
100259 - Normurra Ave North	88,679	•			.	0	0	0	0 (
100260 - Rawhiti St Roseville	96,743	•		0 88,679 0 96,743	. 1	0	0	0	0 (
100261 - Redfield Rd East Kil	99,734			0 99,734	. 1	0	0	0	0 (
100262 - Trafalgar Ave Lindf	156,126	_	,	0 59,732 0 156,126		2	0	0	0 (
100263 - Warrabina Ave St Iv	124,474	_		124,474	. 1	2	0	0	0 (
100264 - Werona Ave Gordon	352,680	_	`	,		2	0	0	0 0
100266 - Rehab - Pavement co	19,411	=	`	,	. 1	2	0	0	0 0
100267 - Powell St Killara	(243,475		`	~,	. '		0	0	0 0
100269 - Eastern Rd Turramurr	210,992	0			. 1	3	0	0	0 0
100290 - Minnamurra Ave Pym	0	(1,251					0	0	0 0
100291 - Minnamurra Place Py	70,838	0	•	,,	1	1	0		0 0
100292 - Infrastructure Levy W	14,335	0	O		1		0	_	0 0
100293 - Road Refurbishment	27,353	0	0	-	, ·	1	0	_	0 0
100297 - Keats Rd Turramurra	135,442	0	0		, .		0	_	0 0
100403 - Grosvenor Rd Lindf	0	0	136,947		٧ -	1	0	-) 0) n
100404 - Burns Rd Wahroonga	0	0	89,939	89,939		1	0	_))
100411 - Tryon Lane Lindfield	1	(14,368)			0	1	0	_) 0
100419 - R2R Supplement Pro	0	(465,429)	465,429	0	o	!	0) (
Total For: Roads	1,876,051	1,466,167	1,503,414	4,845,632	0	1 611 60	0 2,427,00		<u> </u>
Traffic Facilities				.,,,,,,,	"	1,011,00	70 4,427,00	0 565,000	4,603,600
100039 - Werona Ave Underpa	0	0							
100049 - Roadside Facilities	0	0	0	0	0	İ	0	0 (0
100051 - 30 Warragal Rd Impl	23,983	0	0	0	0		0	0 (0
100132 - Highfield/Dorman - R	20,303	0	0	23,983	0	1	0	0 (0
100133 - Highfield near Bowli	2,891	0	0	0	0			0 (0
100170 - Bannockburn Rd - Tr	1,388	0	0	2,891	0	1		0 0	0
100173 - Pentecost Ave-Traffic	40,761	0	0	1,388	0		_	0 0	0
100220 - Traffic Facilities	(219,351)	219,351	0	40,761	0	1		0	•
100380 - Cleveland St Rounda	91,942	0	0	0 91,942	0	1	0 147,10		147,100
100381 - Pentecost Ave Round	114,988	0	0	114,988	0	Į.	_	0	0
100382 - Station St Guard Rail	10,310	ő	0	10,310	0	Į	_	0	0
100383 - Burns Rd Guard Rail	17,613	0	0	17,613	0) (0
100384 - Eastern Arterial Rd G	39,554	0	0	39,554	0	1) (0
00385 - The Comenarra Pwy	98,751	0	0	98,751	0	(0
00386 - Beaconsfield Median (2,358	0	0	2,358	0				0
00393 - Traffic Facilities 2004	(156,165)	183,800	73,703	101,338	0		•	•	0
otal For: Traffic Facilities	69,023	403,151	73,703	545,877	0	0	,		257,500 404,600
otal Projects 2	2,684,894 2	2,804,083	3,223,604	8,712,582	0	2 361 600	4,960,500		7,960,800
		• • • • • • • • • • • • • • • • • • •					7,23,000	330,700	7,300,000



Department : Waste Management

Adjustments Year To Date

Printed On

The same same same same same same same sam	Adjustments Year To	Date					-August-2006
Profesa				Corporal .		Revišeo Bo	
Other 100078 - Waste Education & C	l				Nel .	aidne R	iveriue : Expe
Total For: Other	0 2,055 0 2,055	0	2,055	0	0	0	0
otal Projects		0	2,055	0	0	0	0
	0 2,055	0	2,055	0	0	0	0



COUNCIL SUMMARY

Total Council

			A COLUMN TO THE TAXABLE PARTY.		Date To	omnimens)	W Year and a
TO ACCIONING STOCKED BY	enterent (21-11) (d. 1-11)			Birtoel	Variance		Budget
galmark	*Kinual************************************	was i					
ERATING			0.004.270	2,501,800	(182,579)	0	2,501,800
ic Management	108,205	0	2,684,379	6,751,000	(240,948)	0	6,751,000
nmunity Services	404,163	0	6,991,948	2,351,000	21,239	0	2,351,000
velopment & Regulation	210,366	0	2,329,761 45,036,993)	(39,607,500)	5,429,493	0	(39,607,500)
ance & Business	907,320	- I '	7.372,818	7,587,300	214,482	0	7,587,300
en Space	448,194	0	1,003,119	1,030,800	27,681	0	1,030,800
nning & Enviro	45,617	0	10,163,114	9,903,600	(259,514)	0	9,903,600
chnical Services	370,114	0	(755,668)	411,300	1,166,968	0	411,300
aste Management	1,251,921		(755,566)		0.470.004	0	(9,070,700)
T EXPENDITURE / (REVENUE)	3,745,899	0	(15,247,521)	(9,070,700)	6,176,821		
CUBCTS			10.000 电影		(2.42.400)	0	2,304,700
apital Projects	(4,444,687)	0	2,652,889	2,304,700	(348,189)		1,232,500
perating Projects	(754,592)	0	767,190	1,232,500	465,310	28,756 28,756	3,537,200
OTAL PROJECTS	(5,199,278)	0	3,420,078	3,537,200	117,122	20,730	ec appropriate
CONTRACTOR OF THE STATE OF THE		新疆域		医胸膜 沙	表表的	影影表示	
XPENSE	and the second s				*** 400	0	27,471,400
Employee Costs	1,333,898	0	27,393,998	27,471,400	77,402	0	10,218,600
Operating Expenses	226,092	0	10,545,690	10,218,600	(327,090)	0	16,699,800
Materials & Contract	2,062,867	0	16,453,772	16,699,800	246,028	0	2,325,200
Statutory Levies	0	0	2,327,648	2,325,200	(2,448)	0	1,098,400
Pensioner Rebate	0	0	1,023,054	1,098,400	75,346	0	698,000
Interest Expense	106	0	663,239	698,000	34,761	0	6,785,500
Depreciation	(1,050)	0]	6,746,918	6,785,500	38,582	١	5,392,700
Internal Transactions	2,891	0	5,309,407	5,392,700	83,293	ļ -	
TOTAL OPERATING EXPENSE	3,624,804	0	70,463,726	70,689,600	225,874	0	70,689,600
CAPITALISED EXPENSE		•	584,089	619,700	35,612	0	619,700
Balance Sheet	(6,178)	0	584,089	619,700	35,612	0	619,700
TOTAL CAPITALISED EXPENSE	(6,178)	0		71,309,300	261,486		71,309,300
TOTAL EXPENSE	3,618,626	0	71,047,814	71,309,300	201,100		
REVENUE	40.627	0	36,564,859	36,554,000	10,859	0	1
Rates	19,627 0	0	1,768,632	1,767,000	1,632	0	
Infrastructure Levy	1	0	1,889,115	1,760,000	129,115	0	
Environmental Levy	0	0	9,628,459	9,591,200	37,259	0	I '
Annual Charges	(282,710)	0	15,325,864	14,962,400	363,464	0	i i
User Fees & Charges	'	0	1,908,692	1,005,000	903,692	0	
Interest Income	157,371	0	4,585,046	4,647,700	(62,654)	0	4,647,700
Grants Recurrent	(24,537)	0		4,700,000	4,590,693	\ c	4,700,000
Contributions	2 076	0		5,392,700	(58,724)		5,392,700
Internal Transactions	2,976	0	 	80,380,000	5,915,335	- 	80,380,000
TOTAL REVENUE	(127,273) 3,745,899	0					(9,070,700)
NET DEFICIT / (SURPLUS)	3,740,000						



DEPARTMENT SUMMARY

Department : Civic Management

NET EXPENDITURE	Adjustment	3	Adj	ustments Year T	o Date	Commitments	Full Year
Responsibility Centre	Actual	Budget	Actual	Budget	Variance		Budget
OPERATING							
Councillor Support	10,620	0	569,159	519,200	(49,959)	0	519,200
Executive Support	37,381	0	806,876	779,300	(27,576)	0	779,300
Human Resource Management	60,205	0	1,308,344	1,203,300	(105,044)	0	1,203,300
NET EXPENDITURE / (REVENUE)	108,205	0	2,684,379	2,501,800	(182,579)	0	2.501,800
NET OPERATING RESULT					a _n ((1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	
EXPENSE							
Employee Costs	69,814	0	1,633,354	1,588,800	(44,554)	!	.,
Operating Expenses	37,210	0	897,153	790,500	(106,653)		790,500
Materials & Contract	1,181	0	61,049	31,600	(29,449)	1	31,600
Depreciation	0	0	783	500	(283)		500
Internal Transactions	0	0	141,757	141,500	(257)	C	141,500
TOTAL OPERATING EXPENSE	108,205	0	2,734,096	2,552,900	(181,196)	C	2,552,900
TOTAL EXPENSE	108,205	0	2,734.096	2,552,900	(181,196)	C	2,552,900
REVENUE						İ	
User Fees & Charges	0	0	49,717	51,100	1,383	(51,100
TOTAL REVENUE	0	0	49,717	51,100	1,383	(51,100
NET SURPLUS / (DEFICIT)	(108,205)	0	(2,684,379)	(2,501,800)	182,579	C	(2,501,800)
PROJECTS							
Operating Projects	0	0	75,735	0	(75,735)) 0	
TOTAL PROJECTS	0	0	75,735	0	(75,735)) 0	0
						<u> </u>	



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Councillor Support

		5000000					
CONCENSES THE PROPERTY.					Lane.		B üdget
OPERATING			300000000000000000000000000000000000000			N	
Councillor Support	10,620	0	569,159	519,200	(49,959)	0	519,200
NET EXPENDITURE / (REVENUE)	10,620	0	569,159	519,200	(49,959)	0	519,200
Na Ozaranio Rasile - Par					rasi car		
EXPENSE				CONTRACTOR CONTRACTOR		and the second	
Employee Costs Operating Expenses Materials & Contract Internal Transactions	5,111 5,372 137 0	0 0 0 0	156,852 292,674 20,338 99,295	130,900 275,100 14,500 98,700	(25,952) (17,574) (5,838) (595)	0 0	130,900 275,100 14,500 98,700
TOTAL OPERATING EXPENSE	10,620	0	569,159	519,200	(49,959)	0	519,200
TOTAL EXPENSE	10,620	0	569,159	519,200	(49,959)	0	519,200
NET SURPLUS / (DEFICIT)	(10,620)	0	(569,159)	(519,200)	49,959	0	(519,200)
PROJECTS AND THE PROPERTY OF T				and the same			LEAN TO POLICE
Operating Projects	0	0	75,735	0	(75,735)	o	0
TOTAL PROJECTS	0	0	75,735	0	(75,735)		0
·							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Executive Support

The same of the sa			na area estada estado estado estado en estado en estado en estado en estado en estado en estado en estado en e			September 1 and 1 and 1	
OPERATING Executive Support	37,381	o	806,876	779,300	(27,576)	0	779,300
NET EXPENDITURE / (REVENUE)	37,381	0	806,876	779,300	(27,576)	- 0	779,300
				•	《李明·斯里· 斯勒·		research property (1966)
NET PRESENTATION OF THE PROPERTY OF THE PROPER							
EXPENSE Employee Costs Operating Expenses Materials & Contract Depreciation Internal Transactions	27,433 8,903 1,044 0	0 0 0 0	703,134 58,048 14,185 783 30,950	702,800 41,700 4,800 500 29,500	(334) (16,348) (9,385) (283) (1,450)	0, 0 0 0	702,800 41,700 4,800 500 29,500
TOTAL OPERATING EXPENSE TOTAL EXPENSE	37,381 37,381	0	807,100	779,300	(27,800)	0	779,300
REVENUE User Fees & Charges	0	0	224	0	(224)	0	0
TOTAL REVENUE	0	0	224	0	(224)	0	0
NET SURPLUS / (DEFICIT)	(37,381)	0	(806,876)	(779,300)	27,576	0	(779,300)
PROJECTS 14 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					Galland Albania (1911)	真動物	
TOTAL PROJECTS							
TOTALTRODEOTO						·	



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Human Resource Management

			ani perdapadin Beli			
	ki managadi.					Birdhet
6,544 4,956 17,416 31,288	0 0 0 0	151,248 131,956 267,810 757,330	133,000 124,700 263,600 682,000	(18,248) (7,256) (4,210) (75,330)	0	133,000 124,700 263,600 682,000
60,205	0	1,308,344	1,203,300	(105,044)		1,203,300
		ne de campa				
		·				
37,270 22,935 0 0	0 0 0	773,368 546,431 26,526 11,512	755,100 473,700 12,300 13,300	(18,268) (72,731) (14,226) 1,788	0	755,100 473,700 12,300 13,300
60,205	0	1,357,837	1,254,400	(103,437)	01	1,254,400
60,205	0	1,357,837	1,254,400	(103,437)	0	1,254,400
0	0	49,493	51,100	1,607	٥	51,100
0	0	49,493	51,100	1,607		51,100
(60,205)	0	(1,308,344)	(1,203,300)			(1,203,300)
	na si	對學學議論	10000000000000000000000000000000000000	Section 1	Bullion Bullion	(1,203,300)
	4,956 17,416 31,288 60,205 37,270 22,935 0 0 60,205 60,205	4,956 0 17,416 0 31,288 0 60,205 0 37,270 0 22,935 0 0 0 0 60,205 0 60,205 0 0 0 0	4,956 0 131,956 17,416 0 267,810 31,288 0 757,330 60,205 0 1,308,344 37,270 0 773,368 22,935 0 546,431 0 0 26,526 0 0 11,512 60,205 0 1,357,837 60,205 0 49,493 0 0 49,493 0 0 49,493	6,544 0 151,248 133,000 4,956 0 131,956 124,700 17,416 0 267,810 263,600 31,288 0 757,330 682,000 60,205 0 1,308,344 1,203,300 37,270 0 773,368 755,100 22,935 0 546,431 473,700 0 0 26,526 12,300 0 0 11,512 13,300 60,205 0 1,357,837 1,254,400 60,205 0 49,493 51,100 0 0 49,493 51,100	6,544 0 151,248 133,000 (18,248) 4,956 0 131,956 124,700 (7,256) 17,416 0 267,810 263,600 (4,210) 31,288 0 757,330 682,000 (75,330) 60,205 0 1,308,344 1,203,300 (105,044) 37,270 0 773,368 755,100 (18,268) 22,935 0 546,431 473,700 (72,731) 0 0 26,526 12,300 (14,226) 0 0 11,512 13,300 1,788 60,205 0 1,357,837 1,254,400 (103,437) 60,205 0 1,357,837 1,254,400 (103,437) 0 0 49,493 51,100 1,607	6,544 0 151,248 133,000 (18,248) 0 4,956 0 131,956 124,700 (7,256) 0 17,416 0 267,810 263,600 (4,210) 0 31,288 0 757,330 682,000 (75,330) 0 60,205 0 1,308,344 1,203,300 (105,044) 0 22,935 0 546,431 473,700 (72,731) 0 26,526 12,300 (14,226) 0 0 11,512 13,300 1,788 0 60,205 0 1,357,837 1,254,400 (103,437) 0 60,205 0 1,357,837 1,254,400 (103,437) 0 60,205 0 49,493 51,100 1,607 0 (60,205) 0 (4,200,14) 0 (60,205) 0 (60,20



DEPARTMENT SUMMARY

Department : Community Services

			Paradit subjective CO			Commitments	
Responsibility Centre		in in the same	Ser Silbertina const. As a		Validine	HATCHE TO A	Budget
OPERATING							4 0 4 5 4 0 0
Community Developmen	99,690	0	1,041,907	1,015,100	(26,807)	0	1,015,100
Community Facilities Unit	18,738	0	439,717	546,000	106,283	0	546,000
Corp Communications	8,808	0	287,257	300,900	13,643	0	300,900
Cultural Services	110,776	0	328,923	224,200	(104,723)	0	224,200
Customer Services	36,701	0	898,292	863,700	(34,592)	0	863,700 3,376,800
Library Services	101,943	0	3,536,453 459,399	3,376,800 424,300	(159,653) (35,099)	0	424,300
Mgnt Sup Comm Servs	27,506						
NET EXPENDITURE / (REVENUE)	404,163	0	6,991,948	6,751,000	(240,948)	0	6,751,000
NET OPERATING RESULT	· 外接/设定情報						的现在分词 医
EXPENSE							
Employee Costs	212,454	0	5,959,620	5,714,800	(244,820)	o	5,714,800
Operating Expenses	(30,549)	0	1,866,659	2,062,700	196,041	٥	2,062,700
Materials & Contract	18,024	0	488,491	490,300	1,809	0	490,300
Depreciation	(1,050)	0	1,126,717	1,085,800	(40,917)	o	1,085,800
Internal Transactions	288	0	453,328	640,200	186,872	o	640,200
TOTAL OPERATING EXPENSE	199,167	0	9,894,815	9,993,800	98,985	0	9,993,800
CAPITALISED EXPENSE					i		
Balance Sheet	0	0	473,014	482,600	9,586	0	482,600
TOTAL CAPITALISED EXPENSE	0	0	473,014	482,600	9,586	0	482,600
TOTAL EXPENSE	199,167	0	10,367,829	10,476,400	108,571	0	10,476,400
REVENUE							
User Fees & Charges	(220,459)	0	2,524,861	2,848,700	323,839	o	2,848,700
Grants Recurrent	15,463	0	852,426	876,700	24,274	0	876,700
Contributions	0	0	(1,406)	0	1,406	0	0
Internal Transactions	0	0	0	0	0	0	0
TOTAL REVENUE	(204,995)	0	3,375,881	3,725,400	349,519	0	3,725,400
NET SURPLUS / (DEFICIT)	(404,163)	0	(6,991,948)	(6,751,000)	240,948	0	(6,751,000)
PROJECTS -							
Capital Projects	0	0	0	0	О	0	0
Operating Projects	9,004	o	4,155	17,000	12,845	0,	17,000
TOTAL PROJECTS	9,004	0	4,155	17,000	12,845	0	17,000



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Community Developmen

Continue				707 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NOT SHE BUT PROPERTY OF THE		Security Continues and Continues of the	Fall Year
Page Page	NSTB≥(QANDESSEEEEEEEEEEEEE							ACCOUNTS OF THE PROPERTY OF TH
					Anglioscal o	in the state of		BUUGE
Aged Services 42,227				The second second second second	***************************************			
	OPERATING		[4 40 000	442.000	(6.230)	ر م	143.000
10,940 0 284,129 412,900 (19,229) 0 129,40	Aged Services				•	, ,	- 1	1
Family Day Care 5,173 0 143,029 126,000 7,505 0 226,000 624,100 10,389 0 218,495 226,000 7,505 0 226,000 (24,100) (24,100) (127,131) 0 (24,100) (127,131) 0 (24,100) (127,131) 0 (24,100) (128,300 138,394 128,300 10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100 (10,094) 0 1,015,100	Children Services Development		B .			1	_	
Device Planning and Development 10,389 0 121,389 0 121,389 0 122,390 127,391 0 (24,100) 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 128,300 (10,094) 0 1,015,100 0 1,015,100	Family Day Care	•					- [
Thomas Carlyle Children's Centre (26,112 0 103,031 (24,100) (127,131) 0 128,300 (10,094) 0 1,015,100 (10,094) 0 1,01	Service Planning and Development		0					
Court Services 4,850 0 138,394 128,300 (10,094) 0 1,015,100		26,112	0		•	,	- [, ,
NET OPERATING RESULE	Youth Services	4,850	0	138,394	128,300	(10,094)		120,300
NET PREVATING RESULT	NET EXPENDITURE / (REVENUE)	99,690	0	1,041,907	1,015,100	(26,807)	0	1,015,100
EXPENSE Employee Costs					· · · · · ·	i		1
EXPENSE Employee Costs					mayar ya wasan sa sa sa sa sa sa sa sa sa sa sa sa sa			
Employee Costs	METERIAL MARKESULE PROPERTY.						等機工工 多	ar magazin territoria
Employee Costs								
Employee Costs	EXPENSE				4 0 47 000	(02.070)	٥	1 247 000
Operating Expenses (47,065) 0 156,331 166,300 3,970 0 166,300 Materials & Contract 10,230 0 162,331 166,300 3,970 0 254,800 Depreciation 0 0 250,230 254,800 4,570 0 254,800 Internal Transactions (87) 0 162,686 301,600 138,914 0 301,600 TOTAL OPERATING EXPENSE 11,859 0 2,805,278 2,949,000 143,722 0 2,949,000 TOTAL EXPENSE 11,859 0 2,805,278 2,949,000 143,722 0 2,949,000 REVENUE User Fees & Charges (99,962) 0 1,207,838 1,367,400 159,562 0 1,367,400 Grants Recurrent 12,130 0 555,533 566,500 10,967 0 566,500 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900	Employee Costs	,	0					
Materials & Contract 10,230 0 102,30 0 250,230 254,800 4,570 0 254,800 301,600 Internal Transactions (87) 0 162,686 301,600 138,914 0 301,600 TOTAL OPERATING EXPENSE 11,859 0 2,805,278 2,949,000 143,722 0 2,949,000 TOTAL EXPENSE 11,859 0 2,805,278 2,949,000 143,722 0 2,949,000 REVENUE User Fees & Charges (99,962) 0 1,207,838 1,367,400 159,562 0 1,367,400 Grants Recurrent 12,130 0 555,533 566,500 10,967 0 566,500 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) Operating Projects 6,004 0 7,210 17,000 9,790	Operating Expenses	(47,065)	0				-	
Depreciation Depe	Materials & Contract	10,230	0			,	U	
Internal Transactions (87) 0 162,686 301,600 138,914 0 301,600 TOTAL OPERATING EXPENSE 11,859 0 2,805,278 2,949,000 143,722 0 2,949,000 TOTAL EXPENSE 11,859 0 2,805,278 2,949,000 143,722 0 2,949,000 REVENUE User Fees & Charges (99,962) 0 1,207,838 1,367,400 159,562 0 1,367,400 Grants Recurrent 12,130 0 555,533 566,500 10,967 0 566,500 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) Contact	Depreciation	0	0	250,230		1	U	
TOTAL OPERATING EXPENSE 11,859 0 2,805,278 2,949,000 143,722 0 2,949,000 REVENUE User Fees & Charges (99,962) 0 1,207,838 1,367,400 159,562 0 1,367,400 Grants Recurrent 12,130 0 555,533 566,500 10,967 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) COMPARTING EXPENSE 11,859 0 2,949,000 159,562 0 1,367,400 0 566,500 0 1,967,000 0 1,015,100)	I	(87)	0	162,686	301,600	138,914	0	301,600
TOTAL EXPENSE 11,859 0 2,805,278 2,949,000 143,722 0 2,949,000 REVENUE User Fees & Charges (99,962) 0 1,207,838 1,367,400 159,562 0 1,367,400 67 0 566,500 Grants Recurrent 12,130 0 555,533 566,500 10,967 0 566,500 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) COPETATION OF THE PROPERTY OF THE	TOTAL OPERATING EXPENSE	11.859	0	2,805,278	2,949,000	143,722	0	2,949,000
REVENUE (99,962) 0 1,207,838 1,367,400 159,562 0 1,367,400 Grants Recurrent 12,130 0 555,533 566,500 10,967 0 566,500 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) Coperating Projects 6,004 0 7,210 17,000 9,790 0 17,000	TOTAL OF LIGHTING LAW LINE	·		0.005.070	0.040.000	142 722	0	2 949 000
User Fees & Charges (99,962) 0 1,207,838 1,367,400 159,562 0 1,367,400 Grants Recurrent 12,130 0 555,533 566,500 10,967 0 566,500 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) Operating Projects 6,004 0 7,210 17,000 9,790 0 17,000	TOTAL EXPENSE	11,859	٥١	2,805,278	2,949,000	143,722	Ŭ	2,0 10,000
User Fees & Charges (99,962) 0 1,207,838 1,367,400 159,562 0 1,367,400 Grants Recurrent 12,130 0 555,533 566,500 10,967 0 566,500 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) Operating Projects 6,004 0 7,210 17,000 9,790 0 17,000	PEVENIJE							
User Fees & Charges (99,962) 0 1,201,000 1,501,000 1,001,000 0 566,500 TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) Operating Projects 6,004 0 7,210 17,000 9,790 0 17,000		(00.062)	ار	1 207 838	1 367,400	159.562	0	1,367,400
TOTAL REVENUE (87,832) 0 1,763,371 1,933,900 170,529 0 1,933,900 NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) Operating Projects 6,004 0 7,210 17,000 9,790 0 17,000	_		1			· ·	o	· ·
NET SURPLUS / (DEFICIT) (99,690) 0 (1,041,907) (1,015,100) 26,807 0 (1,015,100) Operating Projects 6,004 0 7,210 17,000 9,790 0 17,000	Grants Recurrent	12,130	U	000,000	300,000	10,001		<u> </u>
Operating Projects 6,004 0 7,210 17,000 9,790 0 17,000	TOTAL REVENUE	(87,832)	0	1,763,371	1,933,900	170,529	. 0	1,933,900
Operating Projects 6,004 0 7,210 17,000 9,790 0 17,000	NET SURPLUS / (DEFICIT)	(99,690)	0	(1,041,907)	(1,015,100)	26,807	0	(1,015,100)
Operating Projects 6,004 0 7,210 17,000 9,790 0 17,000	1721 0014 200 / (021 1011)	(,)						
Operating Projects 0,004 0 7,210 17,000 0 17,000							et et en gelogie (g	l
7 700 0 700 0 17 000	Operating Projects	6,004	0	7,210	17,000	9,790	0	17,000
		6,004	-	7,210	17,000	9,790	0	17,000



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Community Facilities Unit

C CONTRACTOR OF THE PARTY OF TH						
The management of the section		** ***********************************			egnigiri genger	Full Year
Electric Annual Property in part		N. D. W.	Belge	Variance	医湿度 医	Budget
3,856 11,563 3,319	0 0 0	87,578 262,561 89,578	109,100 314,000	21,522 ± 51,439	0	109,100 314,000
18,738	0	439,717	546,000	106,283	0	122,900 546,000
	ł					
11,978 (22,500) 178 0 0	0 0 0 0	120,036 415,012 11,227 371,969 98,053	149,900 557,200 15,000 370,800 180,200	29,864 142,188 3,773 (1,169) 82,147	0 0 0 0	149,900 557,200 15,000 370,800 180,200
(10,344)	0	1,016,296	1,273,100	256,804	0	1,273,100
(10,344)	0	1,016,296	1,273,100	256,804	0	1,273,100
(29,082)	0	577,985 (1,406)	727,100 0	149,115 1,406	0	727,100 0
(29,082)	0	576,579	727,100	150,521	0	727,100
(18,738)	0	(439,717)	(546,000)	(106,283)	0	(546,000)
				Samuel Co		
	3,856 11,563 3,319 18,738 11,978 (22,500) 178 0 0 (10,344) (10,344) (29,082) 0 (29,082)	3,856 0 11,563 0 3,319 0 18,738 0 11,978 0 (22,500) 0 178 0 0 0 (10,344) 0 (10,344) 0 (29,082) 0 0 (29,082) 0 (29,082) 0	3,856 0 87,578 11,563 0 262,561 3,319 0 89,578 18,738 0 439,717 11,978 0 120,036 (22,500) 0 415,012 178 0 11,227 0 0 371,969 0 0 98,053 (10,344) 0 1,016,296 (10,344) 0 1,016,296 (29,082) 0 577,985 0 0 (1,406) (29,082) 0 576,579	3,856 0 87,578 109,100 11,563 0 262,561 314,000 3,319 0 89,578 122,900 18,738 0 439,717 546,000 11,978 0 120,036 149,900 (22,500) 0 415,012 557,200 178 0 11,227 15,000 0 0 371,969 370,800 0 0 98,053 180,200 (10,344) 0 1,016,296 1,273,100 (10,344) 0 1,016,296 1,273,100 (29,082) 0 577,985 727,100 0 (29,082) 0 576,579 727,100	3,856 0 87,578 109,100 21,522 11,563 0 262,561 314,000 51,439 3,319 0 89,578 122,900 33,322 18,738 0 439,717 546,000 106,283 11,978 0 120,036 149,900 29,864 (22,500) 0 415,012 557,200 142,188 178 0 11,227 15,000 3,773 0 0 371,969 370,800 (1,169) 0 0 98,053 180,200 82,147 (10,344) 0 1,016,296 1,273,100 256,804 (10,344) 0 1,016,296 1,273,100 256,804 (29,082) 0 577,985 727,100 149,115 0 0 (1,406) 0 1,406	Actival Bites Actival Siget Variance 3,856 0 87,578 109,100 21,522 0 11,563 0 262,561 314,000 51,439 0 3,319 0 89,578 122,900 33,322 0 18,738 0 439,717 546,000 106,283 0 11,978 0 439,717 546,000 106,283 0 178 0 415,012 557,200 142,188 0 178 0 11,227 15,000 3,773 0 0 0 371,969 370,800 (1,169) 0 0 0 98,053 180,200 82,147 0 (10,344) 0 1,016,296 1,273,100 256,804 0 (10,344) 0 1,016,296 1,273,100 256,804 0 (29,082) 0 577,985 727,100 149,115 0 0 0



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre: Corp Communications

BELL VALONIA URBERTALIS CONTRACTOR CONTRACTO	i (Maria ka atau atau Gashari Gariga ka			i li de distribui Brazili de distribui	94C4C54.5C248C35C5C5A,1a2e.3c381		Full Year Budget
OPERATING			* ************************************				
Community Relations	8,808	0	287,257	300,900	13,643	0	300,900
NET EXPENDITURE / (REVENUE)	8,808	0	287,257	300,900	13,643	0	300,900
			en en en en en en en en en en en en en e	and the second	7条数数 数	Teles (No. 20)	· · · · · · · · · · · · · · · · · · ·
EXPENSE			Additional Section of the Assessment Control				
Employee Costs	7,587	0	220,766	217,700	(3,066)	0	217,700
Operating Expenses	732	0	39,334	64,100	24,766	0	64,100
Materials & Contract	487	0	23,955	15,700	(8,255)	0	15,700
Internal Transactions	1	0	3,202	3,400	198	0	3,400
TOTAL OPERATING EXPENSE	8,808	0	287,257	300,900	13,643	. 0	300,900
TOTAL EXPENSE	8,808	0	287,257	300,900	13,643	0	300,900
NET SURPLUS / (DEFICIT)	(8,808)	0	(287,257)	(300,900)	(13,643)	0.	(300,900)
	STATE OF STREET	34420	se a gran	静态 隐然 清	iliy is		
Operating Projects	1,000	0	(3,055)	0	3,055	0,	0
TOTAL PROJECTS	1,000	0	(3,055)	0	3,055	0	0



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Cultural Services

	September 1985 September 1985 September 19	Artesta (a. 1181 alice del		Carried Name of the	SAKAMPARADAN SE		等。所以1000時期間期間
						20 10 10 10 100	
Cost Corne Con Control Control				n iğə cələ bərəsiylə			
OPERATING						ا	24.000
Art Centre	76,855	0	116,132	81,800	(34,332)		81,800
Community Programs	25,840	0	47,543	(9,500)	(57,043)	0	(9,500) 454,000
Cultural Development	8,081	0	165,247	151,900	(13,347)	0	151,900
NET EXPENDITURE / (REVENUE)	110,776	0	328,923	224,200	(104,723)	0	224,200
EXPENSE							
Employee Costs	14,525	0	732,209	670,900	(61,309)	0	670,900
	4,841	ő	126,284	105,700	(20,584)	0	105,700
Operating Expenses Materials & Contract	2,661	ő	121,681	125,800	4,119	0	125,800
	2,007	اه	21,304	21,700	396	. o'	21,700
Depreciation Internal Transactions	364	ő	30,580	49,500	18,920	o	49,500
TOTAL OPERATING EXPENSE	22,391	0	1,032,058	973,600	(58,458)	0	973,600
TOTAL EXPENSE	22,391	0	1,032,058	973,600	(58,458)	0	973,600
REVENUE	1				ļ		
User Fees & Charges	(91,719)	0	633,931	667,700	33,769	0	667,700
Grants Recurrent	3,333	ő	69,204	81,700	12,496	0	81,700
TOTAL REVENUE	(88,385)	0	703,135	749,400	46,265	0	749,400
NET SURPLUS / (DEFICIT)	(110,776)	0	(328,923)	(224,200)	104,723	0	(224,200)
PROJECTS			建设建设建	154 (205 / 1 00)	A SECTION		
Operating Projects	22,000	0	0	0	0	0	
TOTAL PROJECTS	22,000	0	0	0	0	0	0



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Customer Services

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OPERATING				07 Period (PC.018 JV.) (1) 98 PERIOD	0107402010040040070101740444	maren municipal estatutura (m. 1919).	
Customer Relations	36,701	0	898,292	863,700	(34,592)	0	863,700
NET EXPENDITURE / (REVENUE)	36,701	0	898,292	863,700	(34,592)	0	863,700
							The state of the state of
EXPENSE							
Employee Costs	32,941	0	847,835	829,300	(18,535)	o	829,300
Operating Expenses	2,646	0	39,753	35,400	(4,353)	o	35,400
Materials & Contract	2,164	0	14,105	12,800	(1,305)	0	12,800
Depreciation	(1,050)	0	181	200	19	o	200
Internal Transactions	0	0	14,765	8,000	(6,765)	0	8,000
TOTAL OPERATING EXPENSE	36,701	0	916,640	885,700	(30,940)	o	885,700
CAPITALISED EXPENSE							
Balance Sheet	0	0	1,080	0	(1,080)	0	0
TOTAL CAPITALISED EXPENSE	0	0	1,080	0	(1,080)	o	0
TOTAL EXPENSE	36,701	0	917,721	885,700	(32,021)	0	885,700
REVENUE							
User Fees & Charges	0	0	19,429	22,000	2,571	0	22,000
TOTAL REVENUE	0	0	19,429	22,000	2,571	0	22,000
NET SURPLUS / (DEFICIT)	(36,701)	0	(898,292)	(863,700)	34,592	0	(863,700)
PACE TO THE PACE OF THE PACE O							
			A CONTRACTOR OF THE PARTY OF TH		**************************************		
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Library Services

				NOS TRANSPORTE STREET, CONTRACTOR	nangawanan S		
Secretary and the second secon							Budge
OPERATING						. ا	000 424
Management Support - Library Serv	10,297	0	320,797	268,131	(52,665)	0	268,131
Gordon Library	35,849	0	1,093,709	981,977	(111,732)	0	981,977
Information Services	9, 7 77	0	668,261	677,604	9,342	0	677,604
Lindfield Library	4,998	0	154,139	160,757	6,618	0	160,757
Special Library Services	4,184	0	119,326	118,080	(1,246)	0	118,080
St. Ives Library	11,077	0	302,936	296,285	(6,651)	0	296,285
Technical Services	13,124	0	340,966	350,336	9,371	0	350,336
Turramurra Library	9,719	0	366,049	358,342	(7,706)	0	358,342
Young Adult and Childrens Services	2,919	0	170,271	165,288	(4,983)	0	165,288
NET EXPENDITURE / (REVENUE)	101,943	0	3,536,453	3,376,800	(159,653)	0	3,376,800
					沙斯斯斯 斯斯斯	gradus and a	经原本基础的证据
EXPENSE	and the second supplies the second supplies the second supplies to the second supplies the second supplies to the second supplies the second supplies to the sec]		
Employee Costs	84,109	0	2,363,410	2,302,000	(61,410)	0	2,302,000
Operating Expenses	15,824	اه	253,513	214,900	(38,613)	0	214,900
Materials & Contract	2,303	اه	147,800	148,700	900	0	148,700
	0	ol	481,985	437,200	(44,785)	0	437,200
Depreciation	10	ő	131,079	84,400	(46,679)	0	84,400
Internal Transactions					(190,586)	0	3,187,200
TOTAL OPERATING EXPENSE	102,247	°	3,377,786	3,187,200	(190,300)	0	0,101,200
CAPITALISED EXPENSE	_		474 004	400 600	10,666	0	482,600
Balance Sheet	0	0	471,934	482,600			
TOTAL CAPITALISED EXPENSE	0	0	471,934	482,600	10,666	0	
TOTAL EXPENSE	102,247	0	3,849,720	3,669,800	(179,920)	0	3,669,800
REVENUE							
User Fees & Charges	304	0	85,578	64,500	(21,078)	0	i '
Grants Recurrent	0	0	227,689	228,500	811	0	228,500
TOTAL REVENUE	304	0	313,267	293,000	(20,267)	0	293,000
NET SURPLUS / (DEFICIT)	(101,943)	0	(3,536,453)	(3,376,800)	159,653	0	(3,376,800)
PROTEINS TO SELECTION OF THE PROTEINS AND THE PROTEINS AN			加州 原 小田		网络 曼德里		再读得中心
Capital Projects	0	0	0	0	0	0	0
Operating Projects	(20,000)	0	0	0	0	. 0	o
TOTAL PROJECTS	(20,000)	0	0	0	0	0	0
TOTAL FRODE OTO	(20,000)						
L							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Mgnt Sup Comm Servs

	and the second s	4805204554.054					
PERATING	07.506		459,399	424,300	(35,099)	0	424,300
anagement Support - Community S	27,506		459,399	424,300	(35,099)	0	424,300
ET EXPENDITURE / (REVENUE)	27,506	+					
	ALEKO ELE ELE ELE			<u> </u>		}	
EXPENSE Employee Costs Operating Expenses Materials & Contract Depreciation	12,533 14,973 0	0	335,485 102,610 7,393 1,048 12,963	298,000 106,100 6,000 1,100 13,100	(37,485) 3,490 (1,393) 52 137	0 0 0 0	298,000 106,100 6,000 1,100 13,100
Internal Transactions	0	0	459,499	424,300	(35,199)	0	424,300
TOTAL OPERATING EXPENSE TOTAL EXPENSE	27,506 27,506	0	459,499	424,300	(35,199)	0	424,300
REVENUE	0	0	100	0	(100)	0	0
User Fees & Charges	0	0	100	0	(100)	0	0
TOTAL REVENUE	(27,506)	0	(459,399)	(424,300)	35,099	0	(424,300)
NET SURPLUS / (DEFICIT)	(27,000)						
				2.00			
			 				
TOTAL PROJECTS			 				



DEPARTMENT SUMMARY

Department : Development & Regulation

NET EXPENDITURE	Adjustr	ments	Adjus	tments Year T	o Date	Commitments	Full Year
Responsibility Centre	Actual	Budget	Actual	Budget	Variance		Budget
OPERATING							
Building Control	9,227	0	(469,340)	(448,700)	20,640	0	(448,700)
Compliance & Enviro	75,760	0	502,918	359,400	(143,518)		359,400
Administrative Servs	32,015	0	778,593	705,400	(73,193)		705,400
Development Control	166,698	0	1,919,639	1,801,100	(118,539)	0	1,801,100
Regulatory Services	(81,406)	0	74,208	171,300	97,092	0	171,300
Specialist Support	8,073	0	(476,256)	(237,500)	238,756	0	(237,500)
NET EXPENDITURE / (REVENUE)	210,366	0	2,329,761	2,351,000	21,239	0	2,351,000
NET OPERATING RESULT							
1 (1) SEPTIMENT OF STREET			ti kanggirida da	****			
EXPENSE		^	4 470 000	4,287,900	(185,362)	, 0	4,287,900
Employee Costs	168,926	0	4,473,262	1,941,200	216,697	ő	
Operating Expenses	140,018	0	1,724,503	276,000	3,377	0	276,000
Materials & Contract	281	0	272,623 492	2,300	1,808	١	2,300
Depreciation	0	0		384,000	856	ا ا	384,000
Internal Transactions	(60)						
TOTAL OPERATING EXPENSE	309,164	0	6,854,023	6,891,400	37,377	0	6,891,400
CAPITALISED EXPENSE							
Balance Sheet	0	0	0	0	0	0	0
TOTAL CAPITALISED EXPENSE	0	0	0	0	0	C	0
TOTAL EXPENSE	309,164	0	6,854,023	6,891,400	37,377	C	6,891,400
REVENUE							
User Fees & Charges	98,798	0	4,524,262	4,540,400	16,138	0	_
Internal Transactions	0	0	0	0	0		
TOTAL REVENUE	98,798	0	4,524,262	4,540,400	16,138	(4,540,400
NET SURPLUS / (DEFICIT)	(210,366)	0	(2,329,761)	(2,351,000) (21,239)	ļ	
PROJECTS							
TOTAL PROJECTS							
TOTAL PROJECTS					<u></u>		



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Building Control

						Carparaneous	
OPERATING		Banker.			A Vanania	医排泄器 医	Budget
Building Unit Complying Development NET EXPENDITURE / (REVENUE)	9,227 0 9,227	0	(469,340) 0	(448,700)	20,640 0	0	
	0,221		(469,340)	(448,700)	20,640	0	(448,700)
EXPENSE	And the second s				Electronic state	ar en la circ	
Employee Costs Operating Expenses Materials & Contract Internal Transactions	7,788 25 0 0	0	232,895 1,936 74,109 26,848	230,600 1,800 78,000 25,900	(2,295) (136) 3,891	0	230,600 1,800 . 78,000
TOTAL OPERATING EXPENSE	7,813	0	335,788	336,300	(948)	0	25,900
TOTAL EXPENSE	7,813		335,788		512	0	336,300
REVENUE		1	000,700	336,300	512	o	336,300
Jser Fees & Charges	(1,414)	0	805,128	785,000	(20,128)		785,000
OTAL REVENUE	(1,414)		805,128	785,000	(20,128)	0	
ET SURPLUS / (DEFICIT)	(9,227)	0	469,340	448,700	(20,640)		785,000
	"你"。"你你你这个		AGENCA ISSUENCE	70877927 TB778247	(20,040)	0	448,700
						ia di Sareni	
OTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Compliance & Enviro

METEXAL ADRIORE CONTROL OF THE CONTR	adaminega		Reministration of the control of the	enteresidenti. Vota establisation	Care Span		Buckey Comment
OPERATING	A Section Charles are presented as A Section Co. of the president of the Co.	4 minutes - Marchael (1972)	200 200 000 000 000 000 000 000 000 000	S. (**:::::::::::::::::::::::::::::::::::			222.245
Development Compliance Environmental Compliance Public Health Services	62,459 (51) 13,352	0 0 0	200,687 (44,494) 346,725	107,600 (25,600) 277,400	(93,087) 18,894 (69,325)	0	107,600 (25,600) 277,400
NET EXPENDITURE / (REVENUE)	75,760	0	502,918	359,400	(143,518)	0	359,400
Nachesaine e ag a each			ing nervision				
EXPENSE							
Employee Costs Operating Expenses Materials & Contract Depreciation Internal Transactions	19,115 68,688 29 0 (29)	0 0 0	509,486 193,533 22,246 285 51,000	495,600 108,000 27,500 300 51,000	(13,886) (85,533) 5,254 15	0 0	495,600 108,000 27,500 300 51,000
TOTAL OPERATING EXPENSE	87,803	0	776,550	682,400	(94,150)	0	682,400
TOTAL EXPENSE	87,803	0	776,550	682,400	(94,150)	0	682,400
REVENUE User Fees & Charges	12,043	0	273,632	323,000	49,368	O	323,000
TOTAL REVENUE	12,043	0	273,632	323,000	49,368	0	323,000
NET SURPLUS / (DEFICIT)	(75,760)	0	(502,918)	(359,400)	143,518	0	(359,400)
		A LONG				"军"等"高"	
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Administrative Servs

COPERATING Page 100 Page 100	
Mgt Support - Environment & Reg S 10,159 0 285,536 257,700 (27,836) 0 257,700 Administration 11,927 0 233,264 183,200 (50,064) 0 183,200 Word Processing 9,929 0 259,793 264,500 4,707 0 264,500 NET EXPENDITURE / (REVENUE) 32,015 0 778,593 705,400 (73,193) 0 705,400	
Administration 11,927 0 233,264 183,200 (50,064) 0 183,200 Word Processing 9,929 0 259,793 264,500 4,707 0 264,500 NET EXPENDITURE / (REVENUE) 32,015 0 778,593 705,400 (73,193) 0 705,400	
Word Processing 9,929 0 259,793 264,500 4,707 0 264,500 NET EXPENDITURE / (REVENUE) 32,015 0 778,593 705,400 (73,193) 0 705,400	
NET EXPENDITURE / (REVENUE) 32,015 0 778,593 705,400 (73,193) 0 705,400	
	\Box
EXPENSE	
Employee Costs 31,455 0 856,328 812,300 (44,028) 0 812,300	
Operating Expenses 48 0 42,550 22,500 (20,050) 0 22,500	
Materials & Contract 0 0 30,844 30,500 (344) 0 30,500	
Internal Transactions 0 0 30,042 28,700 (1,342) 0 28,700	
TOTAL OPERATING EXPENSE 31,503 0 959,765 894,000 (65,765) 0 894,000	
TOTAL EXPENSE 31,503 0 959,765 894,000 (65,765) 0 894,000	
REVENUE	
User Fees & Charges (512) 0 181,172 188,600 7,428 0 188,600	
TOTAL REVENUE (512) 0 181,172 188,600 7,428 0 188,600	
NET SURPLUS / (DEFICIT) (32,015) 0 (778,593) (705,400) 73,193 0 (705,400)	
TOTAL PROJECTS	



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Development Control

		estralis milit			211 / H H Z 1022 C Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z		
OPERATING					en de		
Development Assessments	166,698	0	1,919,639	1,801,100	(118,539)	0	1 904 400
NET EXPENDITURE / (REVENUE)	166,698	0	1,919,639	1,801,100	(118,539)		1,001,100
							1,001,100
新疆安村李家州公司 第							
EXPENSE							
Employee Costs Operating Expenses Materials & Contract Depreciation Internal Transactions	78,378 52,540 48 0	0 0 0	2,028,783 1,340,116 86,971 207 194,629	1,948,300 1,690,500 90,000 2,000 193,900	(80,483) 350,384 3,029 1,793	000000000000000000000000000000000000000	1,690,500 90,000 2,000
TOTAL OPERATING EXPENSE	130,966	0	3,650,707	3,924,700	(729)	0	100,000
TOTAL EXPENSE	130,966	0	3,650,707	3,924,700	273,993 273,993	0	3,924,700
REVENUE		1		0,02 1,700	273,993	0	3,924,700
User Fees & Charges	(35,732)	0	1,731,068	2,123,600	392,532	0	2,123,600
TOTAL REVENUE	(35,732)	0	1,731,068	2,123,600			
NET SURPLUS / (DEFICIT)	(166,698)	0	(1,919,639)	(1,801,100)	392,532	0	2,123,600
物連合物學學學學學學學學				(1,001,100)	118,539		(1,801,100)
						7. 山本市	
OTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Regulatory Services

							Eil (va Birga
OPERATING Animal Control Parking & Traffic Regulatory Services NET EXPENDITURE / (REVENUE)	(1,283) (91,790) 11,666 (81,406)	0 0 0	(5,761) (280,231) 360,199	41,700 (207,100) 336,700	47,461 73,131 (23,499)	0000	41,700 (207,100)
	(01/100)	U	74,208	171,300	97,092	0	171,300
EXPENSE Employee Costs	24,197	o	630.367	040.000	NA PER LES ENCE	Marsey Carl	
Operating Expenses Materials & Contract Internal Transactions	18,717 204 (31)	0 0 0	639,267 143,887 58,286 61,225	610,200 116,200 50,000 65,100	(29,067) (27,687) (8,286) 3,875	0 0 0 0	610,200 116,200 50,000 65,100
TOTAL OPERATING EXPENSE TOTAL EXPENSE	43,086	0	902,666	841,500	(61,166)	0	841,500
REVENUE	43,086	0	902,666	841,500	(61,166)	0	841,500
User Fees & Charges	124,493	0	828,458	670,200	(158,258)	o	670,200
TOTAL REVENUE	124,493	0	828,458	670,200	(158,258)	0	670,200
NET SURPLUS / (DEFICIT)	81,406	0	(74,208)	(171,300)	(97,092)	0	(171,300)
				A that this are seen			en de la compaña
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Specialist Support

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Cost Coulder the second			granda da da da da da da da da da da da da d				
OPERATING							
Engineering Support	8,073	0	163,778	147,500	(16,278)	0	147,500
Infrastructure Restoration	0	0	(640,033)	(385,000)	255,033	0	(385,000)
NET EXPENDITURE / (REVENUE)	8,073	0	(476,256)	(237,500)	238,756	0	(237,500)
William of Bullian (Miles and May and Miles an	Cartelland College	-2007/2007	1825 MEN SACERBE 1420	Caralina Marian de Arabatana			
							建 节。2.2.3
EXPENSE							
Employee Costs	7,993	0	206,503	190,900	(15,603)	0	190,900
Operating Expenses	0	0	2,480	2,200	(280)	0	2,200
Materials & Contract	0	0	166	0	(166)	0	0
Internal Transactions	0	0	19,400	19,400	0	0	19,400
TOTAL OPERATING EXPENSE	7,993	0	228,548	212,500	(16,048)	0	212,500
TOTAL EXPENSE	7,993	0	228,548	212,500	(16,048)	0	212,500
REVENUE							
User Fees & Charges	(80)	0	704,804	450,000	(254,804)	0	450,000
TOTAL REVENUE	(80)	0	704,804	450,000	(254,804)	o	450,000
NET SURPLUS / (DEFICIT)	(8,073)	0	476,256	237,500	(238,756)	0	237,500
THOUSON A SERVE STREET		10-23-03-					
TOTAL PROJECTS			-				
				-			



DEPARTMENT SUMMARY

Department : Finance & Business

				Triple Age (1821)			
				PART	Variance	的 量例 等点	Budget
OPERATING						1	
Business Development	3,802	0	110,339	110,700	361	(110,700
Council Services	6,004	0	168,215	191,300	23,085	i] (· ·
Corporate Accounts	765,066	0	(50,741,364)	(45,442,000)	5,299,364	1 0	(45,442,000)
Financial Management	1,733	0	865,951	899,200	33,249	· c	
Information Tech	(13,453)	0	2,063,889	2,002,500	(61,389	o) c	
Insurance & Risk	4,207	0	813,946	792,100	(21,846	o) c	į.
Mgnt Sup Fin & Bus	12,314	0	224,845	229,400	4,555	.] c	
Print Room	5,224	0	11,971	(10,400)	(22,371) c	1
Property Services	84,445	0	592,371	792,500	200,129		· · · · · · · · · · · · · · · · · · ·
Records	24,656	0	475,702	460,600	(15,102	d c	1
Supply	13,323	0	377,142	366,600	(10,542	1	· ·
NET EXPENDITURE / (REVENUE)	907,320	0	(45,036,993)	(39,607,500)	5,429,493	0	
							
HEI DEERAING RESULT	高量 可能 調 爾	18 SA 481					
EXPENSE				A CONTRACTOR OF THE CONTRACTOR			T
Employee Costs	40.1						
Operating Expenses	434,535	0	2,785,168	2,909,200	124,032	(2,909,200
Materials & Contract	386,387	0	3,016,121	2,477,500	(538,621)	(2,477,500
Statutory Levies	26,293	0	924,864	962,700	37,836	C	962,700
Pensioner Rebate	0	0	2,327,648	2,325,200	(2,448)		· ·
Interest Expense	0	0	835,292	904,900	69,608	C	904,900
Depreciation	106	0	663,239	698,000	34,761	0	698,000
Internal Transactions	0	0	457,552	464,600	7,048	0	464,600
1	245	0	406,965	494,400	87,435	0	494,400
TOTAL OPERATING EXPENSE	847,566	0	11,416,848	11,236,500	(180,348)	0	11,236,500
CAPITALISED EXPENSE		ľ					, ,,,,,,,
Balance Sheet	(7,627)	o	92,725	120 400	00.075		
TOTAL CAPITALISED EXPENSE	(7,627)	0	92,725	129,400 129,400	36,675 36,675	0	129,400
TOTAL EXPENSE	839,939	0		 			129,400
REVENUE	000,300	V ₁	11,509,573	11,365,900	(143,673)	o	11,365,900
Rates		1			1		1
4	19,627	0	36,564,859	36,554,000	(10,859)	o	36,554,000
Infrastructure Levy	0	0	1,768,632	1,767,000	(1,632)	ol	1,767,000
Environmental Levy User Fees & Charges	0	0	1,889,115	1,760,000	(129,115)	ol	1,760,000
Interest income	(26,305)	0	1,147,370	906,500	(240,870)	ŏ	906,500
Grants Recurrent	(20,703)	0	1,665,012	957,500	(707,512)	ď	957,500
1	(40,000)	0	2,969,255	3,040,900	71,645	ő	3,040,900
Contributions	0	0	9,282,190	4,700,000	(4,582,190)	ol ol	4,700,000
Internal Transactions	0	0	1,260,134	1,287,500	27,366	o	1,287,500
TOTAL REVENUE	(67,381)	0	56,546,565	50,973,400	(5,573,165)	0	50,973,400
NET SURPLUS / (DEFICIT)	(907,320)	0	45,036,993	39,607,500	(5,429,493)		
PACUECTS: APPLIES AND AND AND AND AND AND AND AND AND AND		APPENDING A			(5,425,433)	0	39,607,500
Operating Projects	0	o	22.070	440.0	tara mai e sett		的数据学的问题 》是《
TOTAL PROJECTS	0		23,872	118,000	94,128	0	118,000
	<u> </u>	- 0	23,872	118,000	94,128	0.	118,000



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Business Development

NEASENDIURE (COMPANIE)			DESTRUMENTATION OF A CORP.		Name rock		Full Year Sudget
				**			
OPERATING	3,802	٥	110,339	110,700	361	0	110,700
Business Development	<u> </u>		· · · · · · · · · · · · · · · · · · ·			0	110,700
NET EXPENDITURE / (REVENUE)	3,802	0	110,339	110,700	361		110,700
		ļ					
NET OPERATING RESULT					and the second	er Carres de la	
EXPENSE							
Employee Costs	3,802	0	99,828	99,900	72	0	99,900
Operating Expenses	0	0	2,602	2,100	(502)	0	2,100
Materials & Contract	0	0	9	500	491	0	500
Internal Transactions	0	0	8,000	8,200	200	0	8,200
TOTAL OPERATING EXPENSE	3,802	0	110,439	110,700	261	0	110,700
TOTAL EXPENSE	3,802	0	110,439	110,700	261	0	110,700
REVENUE							
User Fees & Charges	0	0	100	0	(100)	0	0
TOTAL REVENUE	0	0	100	0	(100)	0	0
NET SURPLUS / (DEFICIT)	(3,802)	0	(110,339)	(110,700)	(361)	0	(110,700)
PROJECTS 12/25/42/6/19/bit		1000		高數學術的	建金属:	and the same	
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Council Services

	**************************************			Card Carte	ale la la la la la la la la la la la la la		Full Year
				holid.	Varience		Bunger 1 4 miles
OPERATING Council Meetings Corporate Governance	845 5,159	0	11,285 156,931	34,800 156,500	23,515 (431) 23,085	0	34,800 156,500 191,300
NET EXPENDITURE / (REVENUE)	6,004		168,215	191,300	20,000		
THE SECURITION OF THE SECURITIES OF THE SECURITION OF THE SECURITIES OF THE SECURITION OF THE SECURITI							
EXPENSE Employee Costs Operating Expenses Materials & Contract Internal Transactions	5,328 676 (243) 243	0	135,326 11,029 1,942 22,450	153,900 10,800 4,800 22,900	18,574 (229) 2,858 450	0 0 0	153,900 10,800 4,800 22,900
TOTAL OPERATING EXPENSE	6,004	0	170,747	192,400	21,653	0	192,400
TOTAL EXPENSE	6,004	0	170,747	192,400	21,653	0	192,400
REVENUE User Fees & Charges	0	0	2,532	1,100	(1,432)	0	1,100
TOTAL REVENUE	0	0	2,532	1,100	(1,432)	0	1,100
NET SURPLUS / (DEFICIT)	(6,004)	0	(168,215)	(191,300)	(23,085)	0	(191,300)
PROFESSOR OF THE PROPERTY OF		nen res dist			(12) 新沙海州		
TOTAL PROJECTS							



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Corporate Accounts

NEXES YES NOT THE STREET		Skors	No. 35 Property and the second				
Cook Centre					eo Date		A STANKING THE
OPERATING				A SHAREST	Variance		Burget
Corporate Accounts	(9,301,334)	^					
Statutory Levies	(9,301,334)	0	(53,069,013)		, , , , , , , , , ,	ļ ,	(43,067,200)
Section 94	10,066,400	0	2,327,648	2,325,200	(-,)	1 (2,325,200
NET EXPENDITURE / (REVENUE		0	1	(4,700,000)	(4,700,001)		(4,700,000)
HET EXTENDITORE / (REVENUE	765,066	0	(50,741,364)	(45,442,000)	5,299,364	((45,442,000)
MET OPERATING RESULT				<u> </u>			
	ensugare, est all care						
EXPENSE	j						
Employee Costs	339,492	O	05.700		i		j
Operating Expenses	392,867	0] 00,120	181,500	115,780	(181,500
Materials & Contract	171	_	1 ,04,007	311,000	(393,657)	(311,000
Statutory Levies	1 0	0	1 '	0	(144)	(ľ
Pensioner Rebate		0	_,=,==,,0,,0	2,325,200	(2,448)	C	2,325,200
Interest Expense	1	0	000,202	904,900	69,608	Č	_,==0,200
	106	0	663,239	698,000	34,761	O	T i
TOTAL OPERATING EXPENSE	732,636	0	4,596,699	4,420,600			000,000
TOTAL EXPENSE	732,636	0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	 	(176,099)	0	4,420,600
REVENUE	, 52,500	U	4,596,699	4,420,600	(176,099)	0	4,420,600
Rates			!		İ		
nfrastructure Levy	19,627	0	36,564,859	36,554,000	(10,859)		
invironmental Levy	0	0	1,768,632	1,767,000	(1,632)	0	,,,000
Iser Fees & Charges	0	0	1,889,115	1,760,000	(129,115)	0	1,767,000
nterest Income	8,647	0	176,551	60,000	(116,551)	0	1,760,000
Frants Recurrent	(20,703)	0	1,665,012	957,500		0	60,000
ontributions	(40,000)	0	2,927,505	2,999,900	(707,512)	0	957,500
ternal Transactions	0	0	9,282,190	4,700,000	72,395	0	2,999,900
terrial fransactions	0	0	1,064,200	1,064,200	(4,582,190)	0	4,700,000
OTAL REVENUE	(32,430)	0	55,338,063		0	- 0	1,064,200
ET SURPLUS / (DEFICIT)				49,862,600	(5,475,463)	0	49,862,600
OVECTO THE PARTY OF THE PARTY O	(765,066)	0	50,741,364	45,442,000	(5,299,364)	o	45,442,000
		5 551 - 15 - 1	e an de Arak				
		Ī				T	
TAL PROJECTS					_	Į	
		1					



RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre: Financial Management

Note: 3/13/06/04: The contemporary							Full Year
Cost Caritra		ingo-hájac f	mil de estil	in de la companya da di santa da di santa da di santa da di santa da di santa da di santa da di santa da di sa Nga karangan da santa da di santa da di santa da di santa da di santa da di santa da di santa da di santa da d	49.44.02.5		Budget Action in
OPERATING							
Financial Management	(13,423)	0	422,609	455,500	32,891	0	455,500
Rates & Debtors	15,157	0	443,343	443,700	357	0	443,700
NET EXPENDITURE / (REVENUE)	1,733	0	865,951	899,200	33,249	0	899,200
RELOPSIATING RESULT							
EXPENSE		100000000000000000000000000000000000000					
Employee Costs	29,522	اه	762,815	759,600	(3,215)	0	759,600
Operating Expenses	2,115	ō	221,533	245,700	24,167	0	245,700
Materials & Contract	215	0	1,794	2,000	206	0	2,000
Internal Transactions	0	0	27,239	27,400	161	0	27,400
TOTAL OPERATING EXPENSE	31,852	0	1,013,381	1,034,700	21,319	0	1,034,700
TOTAL EXPENSE	31,852	0	1,013,381	1,034,700	21,319	0	1,034,700
REVENUE							
User Fees & Charges	30,119	0	147,430	135,500	(11,930)	0	135,500
TOTAL REVENUE	30,119	0	147,430	135,500	(11,930)	0	135,500
NET SURPLUS / (DEFICIT)	(1,733)	0	(865,951)	(899,200)	(33,249)	0	(899,200)
PROJECTS.	是必要被婚姻		建 物物物	新疆珠龙		的要等 等	
TOTAL PROJECTS							



MONTHLY FINANCIAL REPORTING - 2005/06

RESPONSIBILITY CENTRE SUMMARY

Responsibility Centre : Information Tech

CONTROL CONTRO					St. Talking (Alberta)		
						Controlled the Control of the Contro	Budget
OPERATING	(13,453)	0	2,063,889	2,002,500	(61,389)	0	2,002,500
IT Support NET EXPENDITURE / (REVENUE)	(13,453)	0	2,063,889	2,002,500	(61,389)	0	2,002,500
			可以想得 了自己	(F) 43504 (8) (5) (1)			
EXPENSE Employee Costs Operating Expenses Materials & Contract Depreciation	14,994 (37,737) 16,917 0 0	0 0 0	411,770 774,432 760,084 72,582 16,920	409,500 658,400 778,100 74,300 16,800	(2,270) (116,032) 18,016 1,718 (120)	0 0 0 0	409,500 658,400 778,100 74,300 16,800
Internal Transactions TOTAL OPERATING EXPENSE	(5,826)	0	2,035,789	1,937,100	(98,689)	0	1,937,100
CAPITALISED EXPENSE Balance Sheet	(7,627)	0	69,850	106,400	36,550	0	106,400
TOTAL CAPITALISED EXPENSE	(7,627)	0	69,850	106,400	36,550	0	106,400
TOTAL EXPENSE	(13,453)	0	2,105,639	2,043,500	(62,139)	0	2,043,500
REVENUE Grants Recurrent	0	0	41,750	41,000	(750)	0	41,000
TOTAL REVENUE	0	0	41,750	41,000	(750)	0	41,000
NET SURPLUS / (DEFICIT)	13,453	0	(2,063,889)	(2,002,500)	61,389	0	(2,002,500)
							建设计划经济特别
Operating Projects	0	0	22,309	112,000	89,691	0	112,000
TOTAL PROJECTS	0	0	22,309	112,000	89,691	0	112,000
			<u> </u>			<u> </u>	

RAVENSWOOD SCHOOL FOR GIRLS - DEED OF LEASE OVER A PORTION OF ROAD RESERVE IN HENRY STREET, GORDON

Ward: Gordon

EXECUTIVE SUMMARY

PURPOSE OF REPORT: For Council to grant a further lease to the Uniting

Church in Australia Property Trust (NSW) for and on

behalf of, Ravenswood School for Girls

(Ravenswood) over a portion of road reserve in Henry Street, Gordon for car parking purposes.

BACKGROUND: Ravenswood has leased a portion of road reserve in

Henry Street, Gordon for car parking purposes since 1984. The previous lease expired on 31 December 2004. Ravenswood has sought a further lease of the

road reserve.

COMMENTS: A lease of the road reserve has been negotiated for a

further period of five (5) years from 1 January 2005. The proposed lease has similar provisions to the previous lease with an updated rental amount.

RECOMMENDATION: That Council approve a Deed of Lease over a portion

of road reserve in Henry Street, Gordon to

Ravenswood for five (5) years from 1 January 2005.

P54726 10 August 2006

PURPOSE OF REPORT

For Council to grant a further lease to the Uniting Church in Australia Property Trust (NSW) for and on behalf of, Ravenswood School for Girls (Ravenswood) over a portion of road reserve in Henry Street, Gordon for car parking purposes.

BACKGROUND

In 1981 Ravenswood was required to provide car parking as a condition of development consent 127/81 dated 8 September 1981. This resulted in approximately 860 square metres of the subject road reserve being leased by Council to the school from 1984. The road reserve provides 36 car parking spaces for use by pupils, staff, parents and visitors to the school.

COMMENTS

The previous lease expired on 31 December, 2004. Ravenswood has sought a further lease of the road reserve. A location/site plan of the subject road reserve is attached (**Attachment A**).

The lease of the road reserve has been negotiated for a further period of five (5) years effective 1 January 2005. The proposed lease has similar provisions to the previous lease with an updated rental amount. Ravenswood has agreed to the proposed terms and conditions of the new lease.

The lease of the road reserve is subject to the provisions of the Roads Act 1993. As such, all documentation prepared and public notification, will be undertaken in accordance with the relevant sections of the Act.

CONSULTATION

The proposed lease is substantially a renewal of arrangements that have been in existence since 1984. Public Notification of the proposed lease will be undertaken subject to Section 154 of the Roads Act 1993 (**Attachment B**).

FINANCIAL CONSIDERATIONS

The proposed lease provides for the payment of an annual rental. The proposed rental amount has been determined through the Property Valuation Services Branch of the NSW Department of Commerce, a copy of which is attached (**Confidential Attachment C**).

The details of the term and conditions of the proposed lease are set out in the Heads of Agreement document as attached (**Confidential Attachment D**).

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Not applicable.

SUMMARY

The original lease came into existence in 1984, in satisfaction of a condition of development consent to provide car parking. Such car parking is still required to be provided by the school.

The previous lease has expired and the school has sought a further lease of the road reserve for five (5) years effective 1 January 2005. The school continues to require the road reserve for car parking purposes. Further, the school has continued to meet all annual rental payments to date, and the new lease arrangements have been negotiated with the school and are recommended for approval.

RECOMMENDATION

- A. That Council approve the Lease between Council and the Uniting Church in Australia Property Trust (NSW) for and on behalf of Ravenswood School for Girls over a portion of road reserve in Henry St Gordon having an area of approximately 860 sq metres for car parking purposes associated with the operation of the school.
- B. That Public Notice be given of the proposed lease in accordance with the provisions of the Section 154 Roads Act 1993.
- C. That the Mayor and General Manager be authorised to execute all documentation associated with Deed of Lease.
- D. That the Council Seal be affixed to the Deed of Lease.

Deborah Silva John Clark

Commercial Services Co-ordinator Acting Director Finance & Business

Attachments: A. - Location Map - 651260

B. - Section 154 Roads Act 1993 - 651251

C. - Department of Commerce Valuation (Confidential)

D. - Heads of Agreement (Confidential)

LOCATION MAP PROPOSED LEASE AREA OF PORTION OF ROAD RESERVE AT HENRY STREET, GORDON 178704 403488 굉 S.P.30913 D. 945178 D:40309 D. 716355 D. 945897 D. P. L1838 628693 Ó P. MCINTOSH P D. 1096614 P.C.O. 19 14-12-79 SP1616 D. 339B ERYLDENE 102537 D. 1041881 651404 33848 34650 SP1997 D. P. 1092kg3 P. A SP\$496 3 % D. SP15098 AVE 331451 D. RAVENSWOOD 918278 P. D. 233872 D. 325743 3267 ვვნ P. P.sEC 3 P. SEC 2 D. D. D. P. D. С 0 398529 126 SCHOOL RAVENSWOOD GIRLS 617248 100 PT1 Q_{ω} **▲**SSM 7790 10592 3352 333045 Þ AVE В 57 P HOHNE Ó P 379719 D. D. 330793 D. CECIL Ó 196 315h ▲ SSM 49113 392997 P. Ó Ó 319374 SP45779 2 389743 379719 Ó 100 101 P 43331 N770 D. P. 666616 D. 57 3352 332672 V. 05 С SP 2667 PE D. O SEC 2 D. 397878 P. 16360 669 AVE P Scale:1:2000 SUBJECT LAND Ku-ring-gai Council DATE:14-08-2006 celebrating 100 years 1906-2006



New South Wales Consolidated Acts

[Index] [Table] [Search this Act] [Notes] [Noteup] [Previous] [Next] [Download] [History] [Context*] [Help]

ROADS ACT 1993 - SECT 154

Public notice to be given of proposed lease

154 Public notice to be given of proposed lease

- (1) Before granting a lease under this Division, the roads authority must cause notice of the proposed lease:
 - (a) to be published in a local newspaper, and
 - (b) to be served on the owner of each parcel of land adjoining the length of public road concerned.
- (2) The notice:
 - (a) must identify the public road concerned, and
 - (b) must state that any person is entitled to make submissions to the roads authority with respect to the proposed lease, and
 - (c) must indicate the manner in which, and the period (being at least 28 days) within which, any such submission should be made.

[Index] [Table] [Search] [Search this Act] [Notes] [Noteup] [Previous] [Next] [Download] [History] [Context*] [Help]

TURRAMURRA RAILWAY STATION PEDESTRIAN OVERBRIDGE

EXECUTIVE SUMMARY

PURPOSE OF REPORT: To inform Council of Railcorp's proposal to widen the

pedestrian overbridge at Turramurra railway station including the contribution being sought by Railcorp in relation to the

additional costs of widening the bridge.

BACKGROUND: As part of the Turramurra Town Centre Preferred Land Use

Options report that was considered by Council on 6 December 2005, Council resolved to inform Railcorp of its support for a

7.5 metre wide pedestrian bridge over the railway at Turramurra, and that options on funding and financial

negotiations be provided in a further report.

Since then, Council officers have met with, and had ongoing correspondence with, Railcorp regarding the widening of the pedestrian overbridge and the proposed contribution level from

Council. On

19 May 2006, Railcorp lodged a development application with

Council which provides for an 8.5 metre wide pedestrian

overbridge.

COMMENTS: Railcorp's most recent correspondence requests that Council

contribute \$1,109,620 towards the project. Details of the calculations relating to Council's contribution are **attached** to this report. Advice from consultants indicates that S94 contributions could be used to fund the project. However, Railcorp has also requested that Council inform Railcorp of its commitment to partially funding the widening of the overbridge at the level indicated above, by 23 August 2006 or they will

revert to replacing the overbridge at its existing width.

RECOMMENDATION: That Council re-confirm its support for the wider pedestrian

overbridge at Turramurra railway station and negotiate with

Railcorp regarding Council's contribution to the project.

S04038 21 August 2006

PURPOSE OF REPORT

To inform Council of Railcorp's proposal to widen the pedestrian overbridge at Turramurra Railway Station including the contribution being sought by Railcorp from Council in relation to the additional costs of widening the overbridge

BACKGROUND

The report considered by Council on 6 December 2005 regarding Turramurra Town Centre Preferred Land Use Options identified the Turramurra railway station pedestrian overbridge as an issue that required further investigation. The report of 6 December 2005 is **attached** and details of the pedestrian overbridge issue contained on page 22 of the previous report are included below:

The identified Planning Principles for Turramurra Centre identify objectives of improving pedestrian access to and through the centre as well as improving the connectivity of both sides of the railway.

A part of the East Access Upgrade Program the Rail Corporation is proposing to build a new pedestrian bridge over the rail line at Turramurra Rail Station. The bridge links Rohini Street with William Street.

The current proposed design is 3.75 metres wide and provides for minimum access requirements for people to safely and easily access the station platform. Discussions with Rail Corp have identified the opportunity to build a wider bridge to cater for pedestrians moving between the eastern and western sides of Turramurra centre.

A width of approximately 7.5 metres is considered optimum. This is the width at Gordon Station and provides a comfortable width for circulation and access to the station. Shops are preferable as they provide passive surveillance to the bridge, provide a sense of linkage between centre and are also a potential funding source.

The table below outlines the various options for development of the new bridge. Each option with the exception of the currently proposed 3.75 wide bridge will require additional funding.

Table 1 Comparative cost of pedestrian bridge options

Proposal	Total Cost	Additional Funding Required
		by Council
DA Version	\$887,500	-
3.75 metres wide, canopy, no shop		
DA Version + one shop	\$932,500	
5 metres wide, with canopy, no shop	\$1,452,000	\$564,500
with 2 shops	\$1,542,000	
7.5 metres wide, with canopy, no shop	\$1,715,000	\$827,500
with 2 shops	\$1,805,000	
10 metres wide, with canopy, no shop	\$1,975,000	\$1,087,500

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Note: shops approximately \$45,000 each. Rail Corp proposing to build one shop as part of DA. Council will be required to fund additional shops as required.

Recommendation:

Council fund the additional costs associated with the construction of a 7.5 metre wide pedestrian bridge including a canopy and 2 shops.

Total estimated costs \$1,805,000. Rail Corp funding \$932,500 Funding by Council \$917,500

With regard to the pedestrian bridge, on 6 December 2005, Council resolved as follows:

"K That Council inform Railcorp of its support for a 7.5 metre wide pedestrian bridge over the railway at Turramurra Station, subject to further negotiation regarding the financial aspects, and provide a further report to Council on funding matters associated with making this commitment"

On 10 February 2006 the Acting General Manager wrote to Railcorp advising them of Council's resolution and requesting details of the estimated cost of the project. Subsequent to that, correspondence between Council and Railcorp has centred on the level of contribution Railcorp is seeking from Council. Initial discussion and correspondence from Railcorp indicated that Council's contribution towards the expansion of the width of the overbridge would be \$947,370 and that was based on a share of construction and project management costs. However, Railcorp's most recent correspondence states that they are seeking a proportionate contribution from Council that would encompass construction, project management and future maintenance and demolition costs of the wider overbridge. The total amount being sought is now \$1,109,620. Copies of relevant correspondence between Council and Railcorp, including calculations regarding the contribution are **attached** to this report.

COMMENTS

As previously stated, there are advantages to Council if a wider overbridge is constructed. These include providing much improved pedestrian permeability and better connectivity of the proposed future open space and public domain. It is considered a crucial piece of infrastructure to overcome the current divided nature of the Turramurra commercial centre. Without Council's contribution towards funding, Railcorp advised that they would revert to replacing the existing overbridge at 3.3 metres.

The most recent correspondence from Railcorp states that they require confirmation from Council regarding its commitment to contributing \$1,109,620 towards the project on 23 August 2006 or they will revert to replacing the overbridge at its existing width.

Council's contribution will be funded from S94 contributions under the Section 94 plan being developed as part of the Turramurra Centre planning process. The new Section 94 legislation will allow Council to prioritise capital works within contributions plans to allow the borrowing of funds within plans to fund early delivery of key projects. It should be noted that it is unlikely that funds

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will have been collected under the Section 94 plans before Council is required to pay its contribution to Railcorp, therefore Council will have to consider its options in terms of internal or external borrowings to fund up-front costs of the project.

Given this, it may be difficult for Council to commit to contributing the requested amount at this stage. In regard to Railcorp's request to have a commitment by 23 August 2006, it may be more appropriate for Council to seek support from Mr Barry O'Farrell, State Member for Ku-ring-gai, requesting that Council be given more time to consider its funding options. Representations could also be made to the Minister for Transport and Department of Planning in an effort to have Council's contribution level reduced.

CONSULTATION

Consultation has taken place with Railcorp regarding their proposal prior to their development application being lodged. Correspondence between Railcorp and Council is **attached** to this report and Council officers have also met with a Railcorp representative.

There has been considerable community consultation on the Draft LEP and Draft DCP for the Turramurra Centre, which have identified the provision of the widened rail overbridge. This consultation has included household surveys, community visioning workshops, Council Planning Committees and preliminary exhibition of the draft plans prior to Council's adoption of the Draft DCP and Draft LEP.

FINANCIAL CONSIDERATIONS

Railcorp is requesting that Council contribute \$1,109,620 towards the project. Council's contribution will be funded from Section 94 contributions under the Section 94 plan being developed as part of the Turramurra Centre planning process. The new Section 94 legislation will allow Council to prioritise capital works within contributions plans to allow the borrowing of funds within plans to fund early delivery of key projects. However, it is unlikely that funds will have been collected under the Section 94 plans before Council is required to pay its contribution to Railcorp. Therefore Council will have to consider its options in terms of internal or external borrowings to fund up front costs of the project.

The plan provided by Railcorp clearly shows that the construction of the pedestrian overbridge including three (3) retail shops will be contained entirely on Railcorp's land. As there are no encroachments or impacts on or over Council land, Council will not derive revenue from the pedestrian overbridge or any air space rights pertaining to the overbridge or retail shops. Railcorp's representative has stated that the three (3) retail shops will remain the property of Railcorp as they are over their air space.

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

Consultation between Finance & Business and Planning has taken place as part of the preparation of this report.

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SUMMARY

As identified in the Turramurra Town Centre Preferred Land Use Options report considered by Council on 6 December 2005, there are several advantages in constructing a wider pedestrian overbridge at Turramurra railway station. Council has been approached by Railcorp regarding the construction of an 8.5 metre wide overbridge and that would meet Council's objectives in terms of access to and from the station.

Funding for Council's contribution of \$1,109,620 can be obtained through Section 94 contributions and the relevant plans will be developed to reflect this project.

Railcorp is requesting that Council commit to contributing \$1,109,620 by 23 August 2006 or they will revert to replacing the overbridge at its existing width. It may be difficult for Council to commit to this level of funding at this stage, and it is recommended that the Mayor seek an urgent meeting with Mr Barry O'Farrell, State Member for Ku-ring-gai. It is also recommended that Council write to the Minister for Transport and the Department of Planning in an effort to obtain a more appropriate level of contribution from Council. It is also recommended that Council write to Railcorp advising them of Council's decision.

RECOMMENDATION

- A. That Council re-confirm its support for a wider pedestrian overbridge at Turramurra railway station subject to further negotiations regarding the level of contribution being sought by Railcorp.
- B. That the Mayor requests an urgent meeting with Mr Barry O'Farrell, State Member for Ku-ring-gai, and that Council write to the Minister for Transport and the Department of Planning.
- C. To assist Council in its negotiations with RailCorp.

John Clark Steven Head

Acting Director Finance & Business Director Open Space & Planning

Attachments: Copy of previous report - Turramurra Town Centre Preferred Land Use

Options - 562277

Summary of contributions/costs - 653459

Correspondence between RailCorp and Council - 647267, 633081, 625655,

599633, 581891

TURRAMURRA TOWN CENTRE PREFERRED LAND USE OPTIONS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To have Council consider the consultation and planning

outcomes for the Turramurra centre and to seek Council's endorsement of the recommended option and to prepare a draft Local Environmental Plan and draft Development Control Plan to rezone certain lands in and around the Turramurra Centre to set more detailed planning and

development controls for the area.

BACKGROUND: The Minister has directed Council to prepare plans for

additional housing in and around its town centres and to provide for retail and commercial activities to meet the needs of the local community. This report outlines the proposed land uses for he Turramurra Centre as the first

planning stage for this centre.

COMMENTS: Council has adopted an integrated place based approach to

planning for Turramurra. This will ensure that maximum community benefit is achieved from redevelopment. Studies have been prepared and extensive consultation has been undertaken with the community and other stakeholders to identify issues, to establish a vision for Turramurra and to assess options for retail and commercial development, residential development, options for traffic management, community facilities and open space. A recommended option is put forward for Council's consideration and endorsement, prior to developing the plans for the next

stage.

RECOMMENDATION: That Council prepare a Local Environmental Plan and a

Development Control Plan for Turramurra Centre in line

with the recommendations included in this report.

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PURPOSE OF REPORT

To have Council consider the consultation and planning outcomes for the Turramurra centre and to seek Council's endorsement of the recommended option and to prepare a draft Local Environmental Plan and draft Development Control Plan to rezone certain lands in and around the Turramurra Centre to set more detailed planning and development controls for the area.

BACKGROUND

In a letter dated 27 May, the State Government gave a direction (under section 55 *Environmental Planning and Assessment Act*) to Council to prepare an LEP in relation to areas in and around existing retail and commercial centres in the Rail / corridor and St Ives Centre as Stage 2 of its Residential Development Strategy.

This requires Council to prepare plans for additional medium density housing, including shop top housing and re-evaluation of density controls on existing medium density zones. It also requires Council to provide for retail and commercial activities in town centre to cater for the needs of the local community. In line with this direction, Council has substantially commenced the planning for St Ives town centre, Turramurra centre and commenced the preliminary planning work for the Gordon Town centre. The information for this report has been drawn from the **Turramurra Commercial Centre Background Report November 2005.** (Attachment A)

This report represents a comprehensive summary of the first stage of the integrated planning process for the Turramurra Commercial Centre. It provides an outline of the extensive stakeholder consultation and its outcomes; an overview of the site opportunities and constraints; it identifies the key design principles that will guide the planning process; documents planning and traffic options for the town centre; and concludes with a recommended option.

Development under RDS Stage 1

In stage 1 of Council's residential development strategy new areas were identified for medium density housing. The suburb of Turramurra is expected to have an additional 1163 dwellings with an estimated additional population of approximately 2,070 persons. The rezoned areas are generally in proximity to the Turramurra centre although some site are dispersed further along the Pacific Highway, both to the north and south.

Integrated Planning Approach

Council has commenced integrated place-based planning for the existing commercial retail centres along the Railway Corridor/ Pacific Highway and the St Ives Centre.

This process will not only focus on increasing opportunities for residential development in each centre as required by the Minister but will also seek to achieve identified social, economic, environmental and amenity objectives. The integrated planning approach will focus on improving the viability and liveability of each centre, improving traffic and parking, providing new open space (where appropriate), improving public domain, improving safety, improving accessibility of each

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centre etc. Parallel to this work Council and community facilities will be reviewed to identify opportunities for upgrading facilities and / or including new facilities.

This approach also seeks to ensure that there is maximum community benefit derived from the redevelopment of the Turramurra centre.

The project is being run as an integrated planning exercise involving all departments of Council. Council staff are managing the core components of the project with specialist input from consultants as required.

Council's 2005-2009 Management Plan sets out the direction of Council in relation to planning for the commercial centres.

In the longer term

With Ku-ring-gai being a vibrant place while maintaining its unique character, natural environment and heritage. Integration of Council's planning will improve the liveability and vitality of local communities and the sustainability of the area. Council must respond to state government and community demands for additional housing, greater housing choice and associated facilities.

In the short term Council's management plan identifies the following actions relevant to planning for the Turramurra Centre;

- Continue to implement stage 2 of the Residential development strategy by preparing plans for major commercial centres.
- Review classifications of community landholdings in association with Stage 2 of the residential development strategy
- Prepare a comprehensive public domain plan
- Develop plans for traffic management and other forms of transport in the main centres

Measuring our achievements in 2005/2006 (KPI)

• finalise the integrated plan for Turramurra commercial centre

In general Turramurra centre project will:

Produce a DCP and LEP for the Turramurra Centre consistent with the community's values
and vision, with requirements of the Ministers S55 direction, LEP 194 and DCP 55 and in
accordance with best practice planning principals and SEPP 65 and the NSW Residential Flat
Design Code and the new Draft NSW standard LEP template.
Involve and effectively engage the Council, community and relevant stakeholders in the
preparation of plans; and

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Following the exhibition of a draft DCP and LEP, review submissions and finalisation of a suite of planning documents for adoption by Council, including new Section 94 plan, and plans for public domain, traffic and parking, community facilities etc.

COMMENTS

Preliminary Consultation

Consultation has been in line with best practice and has included consultation methods based on "Ideas for Community Consultation" a report prepared by NSW DUAP February 2001.

The consultations to date have been completed in 4 phases –

- 1. Initially, with established local groups and interested residents,
- 2. Consultation workshop to develop a Vision for Turramurra town centre,
- 3. Options workshops' consultations, and most recently
- 4. Public displays in the town centre seeking feedback on a Planning Option.

A chronology of surveys and consultations is attached in Attachment B.

Consultation has involved working extensively to establish and develop contact with interested stakeholders in the Turramurra Commercial Centre. Positive links with the Turramurra Chamber of Commerce have been notable. Others have included:

- Householders from Turramurra and Warrawee
- Business-owners and retailers in Turramurra
- Shoppers at Turramurra
- Established local resident groups
- Young people
- Persons in retirement villages.

A large survey was posted to some 8000 householders in the Turramurra/Warrawee postcode 2074 area in February 2005. Survey results yielded information & opinion from nearly 2000 of these residents, on:

- Demographics
- Opinion on shops & business
- Shopping location choices
- Opinion about Turramurra
- Sport & recreation choices
- Planning for the future.

The consultations and householder survey allowed the collation of an extensive e-mail register of persons interested in keeping informed of progress. This has been used to provide updated information quickly about Turramurra town centre planning, and to seek feedback to Council via on-line surveys on a range of local and Council-wide issues.

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In addition to the above, local paper publicity and distribution of The Turramurra News (August) and The Ku-ring-gai News (October) by Council throughout the postcode 2074 area, provided progressive details of town centre planning.

Over the past month Council has received correspondence from the public both as letters and emails on the planning for the Turramurra centre. This information has been passed to on staff and relevant consultants for consideration in planning process.

The correspondence has indicated a mixture of support, objection and areas that require further assessment. This correspondence has been acknowledged and the persons have been informed of the report going to Council.

Development of a vision for Turramurra Centre

A vision statement identifies the characteristics of a place that residents envisage for the future and identifies what the community consider important about a place and should be protected and enhanced. The vision also identifies opportunities for change and improvements to meet community needs in the future.

A vision workshop was convened in central Turramurra on Thursday 5 May 2005. It included 50 Turramurra & Warrawee householders who had volunteered their availability to attend consultations when they completed the above resident survey. These householders were invited as a sample to range across age; time lived in the locality; and gender so as to provide a broad array of contributions to the workshop.

Each of the themes identified in the Vision workshop were used to build a sentence or phrase to describe the desired outcome. A survey of residents' opinion about the distilled results from the above workshop was then emailed to the 50 above participants, plus another 150 householders who had provided their email address for such purpose. Responses were sought within 7 days and some 75 out of a possible 200 were received.

The Vision survey responses from 75 Turramurra/Warrawee householders gave very strong support (over 60 out of a possible 75) to each of the vision elements proposed.

Vision for Turramurra centre

Turramurra Centre will have a strong village atmosphere with a green landscape character, gardens and tall trees and village squares surrounded by cafes, shops and community facilities providing meeting places for the community.

The centre will offer a mix of uses including shop-top housing, retail, commercial and offices, community and open spaces. Cafes and restaurants will encourage night-time vitality. A comprehensive range of community facilities will include a library, youth and aged facilities. Health services will be available.

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The shops will be orientated away from the highway onto village squares. Future development will step down in height to the village squares to enhance solar amenity for residents and community. New developments will be set back from the highway to allow widening of the road and improved pedestrian amenity. Heritage items and significant buildings will be protected and integrated into the town centre encouraging reuse.

Pedestrian and cycle routes will provide strong connections between the main shopping areas to minimise the impediments of the highway and railway. Cycle routes to the centre will also be integrated with the regional networks. The bus interchange and train station will be upgraded to operate efficiently, be user friendly and be accessible to all.

The local road network will have improved traffic flows and reduced delays. Some car parking will be located underground to provide greater public space and pedestrian amenity within the town centre.

Development of Principles and Objectives for Turramurra Centre

The planning principles for Turramurra have been developed from information gained from a series of workshops involving staff, Councillors and consultants. Information gained from preliminary consultation has also assisted with the development of planning principles.

The design principles for the centre are set out below. These principles have been developed in response to a range of parameters including:

- The community aspirations identified through stakeholder consultation and the community vision
- Councillors issues and opportunities
- issues, constraints and opportunities identified by Council staff and consultants

Principles for Turramurra Centre

- Create a pedestrian oriented centre calm traffic reduce area of surface car parking
- Plan to minimize the inconvenience of 3 separate retail centres
- Increase retail by 4000sqm to cater for existing and new residents under current LEP 194
- Provide additional retail to cater for RDS stage 2 residents as per retail strategy recommendations
- Improve traffic circulation in the area
- Create new opportunities for open space in and around the town centre
- Provide two new public spaces on the eastern and western sides of the town centre either side of the railway
- Ensure new public spaces are largely green with trees to respond to garden character of the area
- Provide a strong pedestrian link between the two public spaces via improved and widened pedestrian bridge over railway
- Provide other small public places within the centre for people to sit and eat, relax and rest.

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- Provide improved community facilities in a centralised location
- Retain and extend the tall tree character on the western side of the town centre
- Retain items of heritage significance and other significant buildings
- Limit buildings heights adjoining public spaces to minimise overshadowing and overlooking impacts
- Retain and upgrade the existing bus interchange.
- Provide building setbacks along the highway frontage to allow for widening of the highway and for wider pedestrian footpaths
- Improve Rohini Street amenity and safety by reducing traffic flows and expanding and upgrading the public domain
- Retain and improve Cameron Park
- Investigate opportunities for reconfiguring roadways to improve pedestrian access and traffic flows including a new through link between Eastern Road and Turramurra Road to take through traffic out of the town centre.
- Investigate realignment of William Street with Kissing Point Road to improve linkages across the highway

STUDIES INFORMING THE DEVELOPMENT OF LAND USE OPTIONS

Specialist consultants were engaged to evaluate traffic and transport issues and retail and economic factors and community facilities. The following is a summary of the key issues; opportunities and constraints; and recommendations identified by the consultants.

Retail Study Recommendations for Turramurra Centre

The Ku-ring-gai Retail Centres Study prepared by Hill PDA recommends a retail strategy and retail hierarchy for Ku-ring-gai including recommendations on the amount of retail floor space (in terms of "net letable area") to be provided in each of the 6 main centres. The retail strategy recommended by this study was endorsed by Council on 19 July 2005.

The Retail Study categorises Turramurra as a large neighbourhood centre with around 112 shop-front premises of which 30 are used for commercial services. Total shop front space is around 16,000sqm of which 12,400sqm is used for retail and 3300sqm is used for commercial services.

According to the Retail Study, Turramurra is currently trading at around 10% above the national average. This is well below the performance of Gordon, Lindfield and St Ives, which are currently trading around 30% to 50% above the national average.

The Retail Study recommends that, in order to adequately cater for its existing population, as well as for the expected population increase under stage 1 of Council's Residential Strategy (RDS), Turramurra expand its retail floor space by up to 4,000sqm (including space for shop front commercial services). Some of this would be in the expansion of the two existing supermarkets, which are both undersized for modern supermarkets.

In addition to the retail expansion recommended by the Retail Study, provision should also be made for additional retail floor space to service the expected increase in dwellings within the town centre under RDS stage 2. In Australia every new household increases demand for retail by around 5

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square metres of retail floor space. In Turramurra that figure is around 6.2sqm per household because of higher than average household expenditure correlated with higher than average income levels. Neighbourhood centres at the scale of Turramurra can expect to capture around 35% to 40% of their neighbourhood's expenditure – the remainder being captured by higher order retail centres. Further to this is demand for shop front space for non-retail commercial users such as banks, travel agents, real estate agents, community uses, medical services and the like. In strip neighbourhood centres of this size these uses usually make up around 20% of total shop front space

Based on the preliminary urban design estimates, the potential dwelling increase in Turramurra under RDS stage 2 will be approximately 550 to 650 dwellings. This would require an additional 1200 to 1400sqm of retail floor space and 250 to 300sqm of shop front commercial floor space be provided.

Therefore the total expansion of retail ground floor space in Turramurra, sufficient to cater for both RDS Stage 1 and RDS Stage 2 growth, is approximately 5700sqm (including shop front commercial space but not including commercial office space found on the upper levels of buildings)

The retail study warns against the removal of retailing on the southern side of the highway (ie Turramurra plaza area) as it would result in an undersupply for the trade area south of the Highway. Turramurra residents north of the highway have good access to a range of centres including Hornsby and St Ives, whereas residents south of the Highway are less serviced. Removing the retail south of the Highway would undermine convenience and accessibility for these households, forcing them to travel further and/or travel across the highway. Feedback resulting from the exhibition of the options strongly supported the retention of viable retail on the southern side of the highway.

The Retail Study does not consider the impact of the recently opened Thornleigh Marketplace in Hornsby Shire due to the timing of the study. Anecdotal evidence suggests that this new centre is capturing significant supermarket trade from the South Turramurra and Fox Valley areas. If Council is to ensure that a supermarket on the south side of the highway remains viable, it will need to ensure that retail expansion allows the development of a modern, competitive and accessible supermarket supported by a range of specialty shops to service the residents in that trade area.

Figures contained in the Retail Study indicate that only 35% of Turramurra and Warrawee resident north of the railway use Turramurra centre for their food and grocery shopping, with most other residents using supermarkets in St Ives or Hornsby. This compares to over 50% of residents south of the railway using Turramurra centre for their food and grocery shopping. The reason for this lower level of service provided to residents north of the railway can be attributed to the location of both the existing supermarkets on the south side of the railway and their size. Part of the future retail expansion in Turramurra should be aimed at better servicing those residents in Turramurra and Warrawee north and east of the railway.

Community Services and Implications

Future planning for community facilities is based on a number of criteria including future usage needs and population projections:

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Branch Library

Space requirements and siting criteria for the Turramurra Branch library have been provided by Dr David J. Jones, Building and Planning Advisory Service, State Library of NSW.

The space requirements were derived using benchmarks provided by the Library Council of NSW (2000). The population-based benchmark was used, which allows for a certain floor area per thousand population, with different calculations for branch and central libraries.

It should be noted that these space requirements are intended as minimum requirements only for a library facility, and local community needs, such as exhibition areas and community activities spaces, may exceed the minimum specified.

Compliance with these guidelines is also a prerequisite for applications for Library Development Grants from the State Library of NSW.

Based on the identified catchment areas, the minimum space requirement, using the populationbased formula, for Turramurra Branch library is 1527 sq meters. The current library is 700 sq meters, a space shortfall of 790 sq meters. This space shortfall is considerable, and to reach the benchmarked floor area, a branch library serving the Northern catchment, would need to be more than twice the size of the current library building. This need is also clear from the Consultant's observation and inspection of the facility.

Specifically a larger branch library at Turramurra would provide all the facilities and services expected from a modern branch library, including distinctive children's areas, discrete spaces for young adults, extensive informal seating, adequate numbers of study seats, including quiet study space, more access to computers, groups study and meeting rooms, wide isles, lower shelves, a collection that meets the needs of the community, display shelving and space for exhibitions or displays.

The Library Council of NSW, in its publication People Places: a guide for public buildings in NSW (2000) provides the following criteria for assessing library sites:

- Proximity to Shops in a main street or shopping area location which is highly visible, 1. particularly from the shopping area.
- 2. Street Frontage - on a street frontage, and not hidden from the road by trees or other buildings
- 3. Transport - within walking distance to public transport
- 4. Site area/expansion - site able to accommodate future expansion if required
- 5. Parking - access to adequate and secure parking
- Vehicle access accessible for deliveries and other vehicles 6.
- Accessibility a site which will enable easy ground floor access. 7.
- 8. Safe and attractive pedestrian access - particularly for people with disabilities, older people, children, and parents with prams
- 9. Local criteria - other local factors that may be important to specific communities such as within a cultural precinct

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It should be noted that a site which is suitable may not necessarily score the maximum in all categories.

Within the Northern Catchment area, the Consultant considered the general location of the current library performed reasonably well against the criteria. The site is large, reasonably central and readily accessible from all parts of the catchment. It is close to a railway line, has a street frontage, is close to a shops and supermarkets, near bus routes, and adjacent to a car park.

Home and Community Care (HACC) Facility, Gilroy Road, Turramurra

Ku-ring-gai's ageing population will see an increasing demand for home support services to assist older residents to stay in their homes longer. This increase in population will place further strain on existing services.

The existing HACC facility in Gilroy Road houses offices, function space, and meeting rooms for a number of HACC support services, which target older people in the community. Services housed in the HACC centre include Easy Care Gardening, Community Transport, Senior's Centre, Meals on Wheels, Volunteers Service and a dining room.

The anticipated additional space requirements to meet future service demands are 2200 sq metres. The existing area is 727sq metres.

There is also a heavy demand for car parking as a majority of the work is carried out by volunteers, and is car based. Parking and garaging (for buses), therefore, is a major consideration. There is also a need for additional administrative office space and storage space for services catering for the needs of frail older people and people with disabilities.

Turramurra is the ideal location for the HACC facility as it is centrally located and close to Hornsby. Co-location of facilities is important and provides many benefits to services and clients.

Life Start, Cameron Park

Life Start is ideally located on the edge of Cameron Park, however demand is rapidly growing for extra space, as they have already outgrown their current facility. Council is in the process of locating a site for a multi-purpose children's centre, which could potentially incorporate Life Start at a later stage.

Hill View

There is scope for future co-operative arrangements with the State Government service providers based at Hill View, which offer a range of specialist services. These services are not necessarily committed to staying in Hill View, which is owned by the Department of Health. Council staff has had preliminary meetings with departmental representatives, who will be in a better position to provide space requirements for services in early 2006.

Traffic and Parking Study and Implications for Turramurra Centre

A traffic and parking study was commissioned to assess the current traffic and parking conditions and develop options to best manage future traffic generation through the Turramurra Centre

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associated with the Stage 2 Residential Development Strategy. The study also modelled the impact on the road network likely to be generated from the residential redevelopment under LEP 194. A summary note, traffic generation tables and economic analysis is provided in Attachment C.

Based on existing traffic conditions, the preliminary findings of the study found that intersections such as Pacific Highway and Rohini Street and Pacific Highway and Ray Street experience excessive delays during certain peak traffic times but mainly for the side streets, given that the Roads and Traffic Authority gives high priority to Pacific Highway traffic.

At this stage, the parking demands have not been fully examined but it is intended that the number of public parking spaces be retained and increased where possible and appropriate.

With the inclusion of all the proposed residential development under LEP 194, traffic modelling was undertaken to determine what the traffic generation from the new residential developments will have on the existing network. The major finding of this part of the traffic modelling was that the intersection of Ray Street and Rohini Street with the Pacific Highway will experience significant delays unless traffic flow and access improvements are implemented.

With the likely increase in residential, retail and potential increase in community facilities, this will place additional pressure on the side streets, as the RTA will not reduce the level of service for peak traffic flow on the Pacific Highway. Furthermore, the RTA would look favourably at removing the tidal flow arrangement on the Pacific Highway by Council, including provisions for widening the Pacific Highway to allow dedicated right turn bays and maintaining six lanes for through traffic.

Details on what traffic options to overcome the issues raised above are covered further in this report.

Traffic Options

A traffic analysis of the various planning options has been carried out to assess the likely impact of these options on the existing network.

Traffic generations using RTA guidelines were used to assess the likely impact of traffic on each of the planning options. Results of the traffic analysis is in the form of an annual cost, which is an estimate of the collective yearly cost that motorists would experience when travelling through that section of the road network, in terms of vehicle operating costs and delay (time) costs (Attachment C). This is related to the average vehicle delays and is another form of showing a comparison of the model. Other forms of comparison relates to the levels of service for the various intersections.

The annual cost result can indicate the best overall performing option, based on the above parameters, subject to the performance being acceptable during the peak periods. Typically, when considering arterial road network changes, the RTA would compare the annual cost of a proposal against the existing annual cost.

Below is a summary showing the comparison between the existing traffic conditions compared with the proposed in terms of annual costs. It should be noted that the annual cost of the signalised intersections of Pacific Highway (in Turramurra) in their current configuration is \$7.38 million.

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The annual costs with the impacts of gazetted LEP194 are calculated at \$9.54M. This is effectively the baseline for future planning.

Option A – 2 supermarkets at Ray Street and Community Facilities at Gilroy Street.

The SCATES modelling for this option showed a significant increase in the annual route costs (\$21.93 million). This is primarily due to the delays likely to be experienced at Ray Street caused by the traffic generated from the supermarkets.

Option B – Supermarkets at Ray Street and Gilroy Street, Community Facilities at Gilroy Street and Library at Ray Street.

The SCATES modelling showed an increase in the annual route costs to \$19.56 million. This is primarily due to the delays likely to be experienced at Ray Street from the traffic generated from the supermarket and the community facilities.

Option C – Supermarkets at Ray Street and Stonex Street, Community Facilities at Gilroy Street and Leisure Centre at Ray Street.

The SCATES modelling for this option showed a significant increase in the annual route costs (\$27.71 million). This is caused by the high traffic generation form the expanded supermarket and the leisure centre. It should be noted that in this option, the traffic generation rate used for the leisure centre was conservatively higher than in the other options.

Option D – Supermarkets at Turramurra Avenue and Stonex Street, Community Facilities at Gilroy Street, Leisure Centre and Library at Ray Street.

The SCATES modelling indicates that this is the best overall option for traffic generation, even though there is still an increase in the annual route costs to \$16.17 million compared with the base level.

Option E – Supermarkets at Ray Street and Stonex Street, Community Facilities at Gilroy Street and Library at Ray Street.

With annual route costs of \$19.39, the SCATES modelling for this option showed a slightly higher increase compared to Option D. This is primarily due to the delays likely to be experienced at Ray Street from the traffic generated from the expanded supermarket.

To improve the performance of the land use options, 4 possible improvement measures were identified:

1. New intersection with Pacific Highway

This involves the addition of a new set of traffic signals with a right turn bay from the Pacific Highway into Turramurra Avenue. The purpose of this new intersection is to direct traffic away from Rohini Street which is heavily used by pedestrians, commuters and people visiting the retail centre. It is not intended to make Turramurra Avenue the dominant link and with the

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new link to Eastern Road, it is intended to make Turramurra Avenue one way south from Boomerang Street.

This new intersection will need to be assessed by the Roads and Traffic Authority to ensure that peak traffic flows along Pacific Highway are not adversely delayed by the proposed signalisation of the intersection.

2. Conversion of Rohini Street to Left in and Left Out with the removal of traffic signals and providing a new link to Turramurra Avenue

Because of the close proximity of the railway station and the retail frontage, motorists experience delays with the pedestrian crossing, parking of vehicles and the traffic signals at the Pacific Highway. In order to overcome the delays, it is intended to remove the traffic signals and only allow a left in and left out arrangement. Turramurra Avenue currently operates under this arrangement and the delays are not significant. The relocation of the pedestrian crossing to Turramurra Avenue will allow vehicles to exit Rohini Street and only concentrate on Pacific Highway traffic. The provision of the new link to Turramurra Avenue will allow for the circulation of traffic around the shopping centre precinct.

3. Provision of a direct connection from Kissing Point Road to William Street and a one way link to Ray Street via Forbes Lane

The purpose of this change is to allow a direct vehicular and pedestrian link from Kissing Point Road to the railway station and the facilities proposed for this precinct. This will allow better access and remove one of the turning bays on the Pacific Highway. Widening of the Pacific Highway will allow for a dedicated right turn bay into Ray Street and therefore allow removal of the tidal flow arrangement on the Pacific Highway. Variations to the circulation movements and drop off arrangements are still to be finalised.

4. A new connection from Kissing Point Road to Duff Street

While there is an indirect link from Kissing Point Road to Duff Street through the shopping centre car park, it is proposed to formalise this link through a new road. This will assist traffic heading north along the Pacific Highway rather than being delayed by the traffic signals at Kissing Point Road and the Pacific Highway.

5. Removal of tidal flow on Pacific Highway

As mentioned above, removal of the tidal flow arrangements would enable dedicated right turn bays and maintain six lanes (3 in each direction) for through traffic. While 3 lanes are currently provided on the peak direction under tidal flow arrangement, some additional capacity would be obtained through the removal of the tidal flow.

These measures were tested on the best two performing options (options D and E, above) to determine the effects on the route. The results of the modelling show that the annual cost of Option D would be \$11.56 million while the annual cost of Option E would be \$13.81 million.

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Further information relating to the levels of service of the various intersections will be provided in the traffic report.

PLANNING OPTIONS

The preparation of design options or scenarios is an important part of the planning process whereby the community is given a number of viable alternatives that can be debated in terms of the advantages and disadvantages of each. All options took account of the site analysis; community responses and vision; planning principles and objectives; input from staff across Council; and Councillors and consultants involved in retail study, traffic study and urban design study. The following options for planning the Turramurra centre were exhibited in August 2005 (refer Attachment B for details of dates).

Land Use Options:

1. Mixed use and retail

- A. Two mixed use centres retail centralised
- B. Two mixed use centres retail distributed
- C. Three mixed use centres

2. Community Facilities and Open Space

- A. Community facilities combined
- B. Current locations of facilities retained
- C. Distributed community facilities including new leisure centre

Traffic Options:

3. William St & Kissing Point Road

- A. Align William Street and Kissing Point Road Ray Street/Forbes Lane loop
- B. Align William and Kissing Point Road in/out from William Street
- C. Do not align William Street and Kissing Point Road, widen Forbes Lane

4. Duff Street & Kissing Point Road

- A. No access between Duff Street and Kissing Point Road
- B. Access between Duff Street and Kissing Point Road via new street
- C. New street linking Kissing Point Road and the highway

5. Access around Rohini Street

- A. Two way Rohini Street and extension of Wonga Wonga Street
- B. One way Rohini Street, new straight cross street
- C. Rohini Street mall
- D. Complete one way system

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A full description and assessment of exhibited options taking into account the retail strategy, open space and recreation, community facilities, traffic and transport, planning and urban design, environmental assessment and community consultation feedback is provided in the Turramurra Commercial Centre Background Report November 2005 (Attachment A).

Consultations on Options

To promote consultation, some 8000 copies of the *Turramurra News* (August) were distributed locally, giving background material and inviting participation in the Options Survey on the 5 Planning Options traversed above.

Three Options Workshops were convened during August & September 2005. A stratified sample of residents, who had offered their availability via survey, plus resident-group representatives and businesses, attended the first workshop. A further 20 self-selected people also attended. A similar workshop was convened with commercial land-owners in the Turramurra town centre. A third, publicly advertised workshop of some 40 persons, comprised self-selected people, local Church members, augmented with household survey respondents.

Supplementing this was a series of public planning Options Displays held during August and September 2005 in the Turramurra town centre. The options survey was distributed at 3 consultations, 4 displays and was accessible at Council's web-site, www.kmc.nsw.gov.au. E-mail advice of the above was also sent to some 700 persons those who had registered interest, during surveys or consultations.

THE RECOMMENDED PLANNING OPTION FOR TURRAMURRA CENTRE

Council has been working closely with a number of specialist consultants to develop a land use option to guide the long term planning for Turramurra centre. The recommended option takes into account the results of:

- Preliminary community consultation
- The community vision
- Community feedback on planning and traffic options
- Councillor issues and opportunities
- Traffic assessment
- Retail assessment
- Urban design input

The full details of the assessment process are documented in Attachment A - Turramurra Commercial Centre Background Report. Option D is shown in Attachment D.

The recommended planning option (Option D) proposes:

- Turramurra will be a Local Centre with a total of approximately 21500sqm net floor area (NFA) of retail.
- The total retail comprises approximately 16,000sqm NFA existing; an additional 4000sqm NFA of retail to cater for the existing population, as well as for the expected population increase under RDS stage 1; approximately 1500sqm NFA of retail to cater for potential dwelling increase in Turramurra under RDS stage 2.

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- The centre will comprise two main retail areas one on the southern side of the highway serving south Turramurra residents and one on the eastern side of the railway near Turramurra Avenue serving residents to the north and east of the centre.
- Between the two retail areas (in the centre) are the rail station and a community facilities "hub".
- Community facilities are to be consolidated within the Ray Street precinct to create a community hub
- Two supermarkets with a combined total of 4,500sqm one located in each of the retail areas
- Potential for a 4000sqm leisure centre in the Ray Street precinct subject to community consultation and Council approval
- Retaining the strip shops fronting onto the Pacific Highway and allowing commercial and retail uses
- new cafes, restaurants and speciality shops at the rear of the centre facing north onto new public spaces at Gilroy Lane and at William Street
- a total of 5000sqm NFA commercial (located on the upper floors rather than ground floor) to cater for small local businesses, professional services, medical services and the like. This includes approximately 3700sqm NFA of existing floor area and an allowance of 30% for future growth.
- Residential shop top housing in all retail areas.

Option D is recommended for the following reasons:

- Option D satisfies the objectives of the Minister's Directive by providing shop top housing in the centre
- The proposal is comprehensive taking into account a wide range of factors and meets Council's resolution to prepare an Integrated Plan for Turramurra
- Option D is a combination of the exhibited land use options 1C and 1B which were the two most preferred options by the community.
- The land use arrangement locates the highest traffic generators (supermarkets) in the areas with the least traffic constraints and as a result it has the lowest Economic costs (Annual Route Costs) and the lowest Delay Averages for both side streets and the highway.
- Option D provides a good retail model with the two supermarkets at either end of the centre creating major attractors that will draw people from one side of the centre to the other.
 Between the two is a network of enhanced public spaces that is bounded by speciality retail.
 The rationale is to put the supermarkets where the majority of people can access them easily and where they cause the least traffic impact.
- Option D consolidates community facilities. This has been noted as the preferred arrangement by staff given the synergies and economic benefits of co-locating.
- Option D provides the opportunity in the future for a leisure centre to be located in Turramurra centre if the community determines this is the best location

ALTERNATIVE LAND USE OPTION E

This option has arisen because there has been significant community concern about the possibility of a new supermarket on Council's Turramurra Avenue car park as per land use option D. Particular concern was shown by the Uniting Church as the new location for the supermarket adjoins their site. In response Council requested staff explore an alternative land use option that retains the existing supermarkets in their current location, this has been named land use option E. Option E has

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undergone traffic assessment with the same assumptions as option D so that it is possible to directly compare the impacts of each with the other.

The land use Option E proposes:

- Turramurra will be a Local Centre with a total of approximately 21500sqm NFA of retail
- Two main retail areas one on the south side of the Pacific Highway off Kissing Point Road the other centrally located in the Ray Street area
- Community facilities are distributed through the Ray Street area and the Gilroy Lane area
- two expanded supermarkets with a combined total of 4,500sqm
- No provision for a leisure centre
- Strip shops are retained fronting onto Pacific Highway with commercial and retail uses
- new cafes restaurant and speciality shops at the rear of the centre facing north onto new public spaces
- Total of 5000sqm NFA commercial (located on the upper floors rather than ground floor) to cater for small local businesses, professional services, medical services and the like.
- Residential shop top housing in all retail areas

Option E is not recommended for the following reasons:

- in traffic terms it retains one of the highest traffic generators (supermarket) in a location that is highly constrained.
- has higher Economic costs (Annual Route Costs) and higher Delay Averages than option D.
 Most significantly the delay averages on the Pacific Highway are more than double that of Option D and would not be acceptable to the RTA.
- in retail terms the existing retailer would prefer to stay in the Ray Street precinct. However, given traffic limitations in this location, there is only minimal potential for an increase in retail floor space. This may or may not be acceptable to the retailer.
- The only potential for major traffic improvements to Option E is the introduction of a new road bridge at Ray Street over the rail line connecting to Rohini Street. This however will require a lot more work to determine viability and impacts.
- Community facilities are distributed rather than consolidated.
- It does not provide flexibility to accommodate a leisure centre in the future should Turramurra centre be determined as the most appropriate location.

CONCLUSION

Option D is the recommended option as it provides, on balance, the best outcomes from a range of perspectives. It is recognised there is community concern regarding option D, particularly regarding the proposed location of supermarkets. However Option D meets the Minister Direction; Council's resolution to undertake an integrated planning process; and satisfies strategic planning and traffic planning objectives.

Option E is very similar to option D the main difference being the location of the supermarkets. While Option E provides similar benefits to option D, the traffic issues are of significant concern. Therefore option E cannot be recommended at this stage without further investigation, particularly

with regard the benefits of a new bridge at Ray Street over the rail line and further investigation of the Ray Street / Pacific Highway intersection.

RECOMMENDED TRAFFIC OPTION FOR TURRAMURRA

The recommended traffic option for Turramurra is Option 3SV as documented in Attachment C. It is important to note that not all changes will happen at the same time rather the changes will be made progressively as development takes place over the next 20 or so years.

The following traffic changes and stages are recommended as part of Option 3SV:

Short term

- Minor alterations to the intersection of Ray Street and Pacific Highway restricting the left turn from Ray Street onto the highway
- Creating a no stopping zone at the top of Rohini Street to provide for a dedicated left turn onto the highway

Medium term

- New Street (Two Way) between Kissing Point Road and Duff Street along the alignment of the existing access way
- Realign Forbes Lane (One Way) with new connection at Kissing Point Road.
- No right turn permitted from Forbes Lane into Pacific Highway. (This movement is catered for via Kissing Point Road, Stonex Street and Duff Street.)
- No left turn from Pacific Highway into Forbes Lane.
- Rohini Street (Signals removed, left in left out only)
- New Street between Gilroy Road and Turramurra Avenue (Two Way)
- Turramurra Avenue one way south from Boomerang Street. (Two Way)
- New Signals at Turramurra Avenue/Pacific Highway
- Left Turn Bays on Pacific Highway at Turramurra Avenue and Kissing Point Road.

Long term

- Further investigation of the Ray Street Bridge to determine benefits and impacts

OTHER ISSUES

This report seeks Council's endorsement for the recommended option and recommended zonings. This section sets out further key sites and issues that will require further investigation and additional study, assessment and consultation prior to further recommendations being made to Council.

1. Improved pedestrian access along the Pacific Highway

Key issues:

- Pedestrian access paths along the Pacific Highway traveling east to west or vice versa have poor amenity. Footpaths are old and relatively narrow given the volume of traffic
- The highway bridge over the railway line has dangerous pedestrian conditions. Footpaths are very narrow and there is no protection for pedestrians from vehicles

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For further investigation:

- potential for new pedestrian access bridge cantilevered off the existing highway road bridge
- Costs and funding sources need to be determined
- building setbacks along the highway through the commercial area to allow for widening of footpaths, removal of power lines and street tree planting to improve amenity

2. New street between Eastern Road and Turramurra Avenue

Key issues:

- as per land use options D and E a new road is required between Eastern Road and Turramurra Avenue to reduce through traffic impacts on Turramurra Avenue, Rohini Street and Gilroy Lane.
- A new road is supported by traffic modeling for both options
- The preferred location is close to the commercial centre to reduce impacts on Turramurra Avenue. The current location being explored is along the northern edge of the Uniting Church
- The Uniting Church has shown clear opposition to this proposal

For further investigation:

- Impacts on Church need to be further considered and addressed as part of site planning
- Further traffic modeling, assessment and consultation with landowners required to determine final alignment
- Mechanisms for securing new street including funding, Section 94 and other planning mechanisms

3. New leisure centre

Key issues:

- Council's Consultant has identified a strong community need for a leisure/aquatic facility in Ku-ring-gai LGA
- The consultant has identified the Ray Street precinct as one of three preferred sites in the LGA
- the site is preferred because it is close to public transport, it is located in the northern half of the LGA, the site is Council owned and can accommodate the building footprint
- possible relocation of existing supermarket creates opportunity for development of a community hub in this area
- traffic assessment of option D indicates that the leisure centre has a lesser impact on Ray Street when compared with a supermarket (option E) or a mix of uses with no leisure (option DA)
- A Leisure centre could potentially support other community facilities by acting as an "anchor"

For further investigation:

- Whether a leisure centre is located in Turramurra centre at Ray Street is the subject of further traffic modeling, further assessment by leisure centre consultant, community survey and consultation and finally Council endorsement

4. New road bridge over railway at Ray Street

Key issues:

- Option identified by community during options exhibition period
- Subsequently traffic consultant has raised the option as means of addressing traffic constraints in the town centre
- The main benefit would be to remove all right turns from the highway expect at Turramurra Avenue. All traffic accessing the centre would go via Turramurra Avenue, proposed new street to Gilroy Road, then Rohini Street and over a new bridge to the Ray Street area.
- The bridge would provide additional pedestrian and cycle link over railway

For further investigation:

- Require preparation of concept plan and cost estimate for the bridge
- Cost benefit analysis required
- Implications for traffic network and road hierarchy will need to be considered
- Undertake further feasibility assessment and traffic modeling as required
- Mechanisms for securing new street including funding, Section 94 and other planning mechanisms

5. New Village Green (eastern side of the centre on Gilroy Lane)

- The possible relocation of existing community facilities (HACC) buildings in Option D creates an opportunity for new park in the town centre
- Existing croquet lawn could be retained as part of new park
- Existing building(s) could be retained/modified as part of park setting for commercial use such as restaurant or café however this would compromise amount of useable open space available

For further investigation:

- The extent and area of park still to be determined
- Land use, ownership and management

6. New Turramurra Village Park (western side of centre on Ray/William Streets)

- Possible relocation of Turramurra Village Park from highway to William street car park area as per option D
- The new location will provide new park in quiet protected location centrally located and useable
- Potential to incorporate "railway gardens"
- Turramurra Village Park has lost its function and amenity due to traffic on highway and is not well used.

For further investigation:

Relocation of Turramurra Village Park partly relates to decision to realign William Street

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- Will require reclassification of land from community to operational land and rezoning
- Extent of new Village Park still to be determined through site planning process for DCP
- Land use, ownership and management

7. Hillview and surrounds

Key Issues:

- Hillview estate sits within a larger precinct defined by Kissing Point Road, Pacific Highway, Boyd Street and the railway.
- The area contains a number of heritage items both listed, potential and awaiting gazettal. It also contains the former road corridor land in which the RTA and DOP have an interest. This land has potential to yield some public open space and a public access way from Boyd Street to the highway
- The Hillview estate is a smaller area within this precinct. The area is zoned 2(d) and therefore falls within the Ministerial Directive
- The Hillview estate is currently occupied by Hornsby Ku-ring-gai Area Health. Discussions with representatives from Area Health indicate that the existing Hill View building is not an appropriate facility to run a health service
- Area Health wants to move from the building however they cannot give any timelines at this stage. Funding the relocation needs to be resolved
- The area is not envisaged as a commercial / mixed use zone. In planning terms the objective is to consolidate the commercial zone therefore a residential zone is seen as more appropriate.

For further investigation:

- Further assessment of heritage within the area
- An appropriate future use for the Hillview building needs to be determined
- Appropriate use of the road corridor land to the satisfaction of the RTA/DOP
- Potential for adaptive re-use of heritage buildings

8. Turramurra Rail Station – Pedestrian Bridge Easy Access Upgrade

The identified Planning Principles for Turramurra Centre identify objectives of improving pedestrian access to and through the centre as well as improving the connectivity of both sides of the railway.

A part of the East Access Upgrade Program the Rail Corporation is proposing to build a new pedestrian bridge over the rail line at Turramurra Rail Station. The bridge links Rohini Street with William Street.

The current proposed design is 3.75 metres wide and provides for minimum access requirements for people to safely and easily access the station platform. Discussions with Rail Corp have identified the opportunity to build a wider bridge to cater for pedestrians moving between the eastern and western sides of Turramurra centre.

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A width of approximately 7.5 metres is considered optimum. This is the width at Gordon Station and provides a comfortable width for circulation and access to the station. Shops are preferable as they provide passive surveillance to the bridge, provide a sense of linkage between centre and are also a potential funding source.

The table below outlines the various options for development of the new bridge. Each option with the exception of the currently proposed 3.75 wide bridge will require additional funding.

Table 1 Comparative cost of pedestrian bridge options

Proposal	Total Cost	Additional Funding Required by Council
DA Version 3.75 metres wide, canopy, no shop	\$887,500	-
DA Version + one shop	\$932,500	
5 metres wide, with canopy, no shop	\$1,452,000	\$564,500
with 2 shops	\$1,542,000	
7.5 metres wide, with canopy, no shop	\$1,715,000	\$827,500
with 2 shops	\$1,805,000	
10 metres wide, with canopy, no shop	\$1,975,000	\$1,087,500

Note: shops approximately \$45,000 each. Rail Corp proposing to build one shop as part of DA. Council will be required to fund additional shops as required.

Recommendation:

Council fund the additional costs associated with the construction of a 7.5 metre wide pedestrian bridge including a canopy and 2 shops.

Total estimated costs \$1,805,000. Rail Corp funding \$932,500 Funding by Council \$917,500

9. Open Space Zoning/Acquisition Principles

Much of the discussion relating to open space within the Turramurra centre has revolved around the creation of two new town squares. Existing open space sited within the centre include Turramurra Village Park sited on the highway, Cameron Park, Hillview and The Lookout.

Just outside the study area, but reasonably well connected to city centre is Karuah Park and Turramurra Memorial Park, heavily utilised as sports ground and identified within Council's current section 94 plan for embellishment. On the southern side of the highway is the bushland reserve containing Blue Gum High Forest.

The Turramurra centre is not particularly well served by open space areas. Council's planning for open space should recognise the limitations of the existing provisions and seek to add value to existing space where appropriate as well as acquire further land for open space where opportunities allow.

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Similar to the approach advocated within the St Ives Centre, rezoning of land identified as potential future open space is not recommended within this report with the exception of lands owned by Council

Opportunities highlighted within the study as being worthy of future effort by Council include seeking opportunities to increase the size of the bushland reserve adjacent to Turramurra Plaza (this requires further assessment in terms of ownership and mechanisms for acquisition), adding to the existing Karuah/Turramurra Memorial Park, the retention and enhancement of Cameron Park, seeking opportunity to increase open space within the Hillview site and improving the linkage within and access to The Lookout.

Turramurra Village Park located on the highway does not provide for quality open space. Its value is predominantly the aesthetic qualities and opportunities for access to the town centre it provides.

Consistent with the opportunities outlined in the report, Council's Open Space Acquisition Strategy, Council could seek to enter discussions and negotiations with owners of appropriate sites at market rate. Where owners do not wish to consider sale of land for additional open space, the purchase of that land need not be pursued. Opportunities may also exist within integrated developments within the core of the centre to add to the public domain as a component of development.

As part of the Turramurra centre site analysis and urban design studies, heritage matters have been considered. The information has been sourced from Ku-ring-gai Heritage and Neighbourhood study 2000 Godden McKay Logan- Keys Young, with particular reference to Part B detailed analysis of Study areas – Turramurra. This report has investigated the history, neighbourhood character values, built heritage values and landscape values.

Reviews of this information have been made with Council's Heritage adviser, Senior Urban Design, Urban design consultant and planning staff. Current items of heritage significance (existing and items for further review) are identified in the Turramurra Commercial Centre Background Report.

Following Council's adoption of the recommended option, additional heritage assessment for particular sites will be undertaken to complement the planning and urban design work for the Turramurra centre.

PROPOSALS FOR ZONING

Turramurra Centre Planning Options

Rezoning of land in the Turramurra centre will need to be done in accordance with the zones provided under the draft standard LEP. The rezoning process will take the form of an amendment to the new Ku-ring-gai (Town Centres) Local Environmental Plan which is currently being drafted to apply to the St Ives centre.

The proposed zonings and future development standards to be incorporated into the LEP will provide the statutory framework for the implementation of the final overall planning option for the Turramurra centre. It is important to note that the proposed zoning scheme presented below

provides sufficient scope to implement either planning Option D or planning Option E without further amendments to this zoning scheme.

It is proposed that the 'Local Centre' zone provided under the draft standard LEP be used for the core of the Turramurra centre. This zone will permit developments with a mix of retail, commercial, residential and associated community facilities, consistent with the Minister's direction. The reason for not using the 'Mixed Use' zone as proposed for St Ives, is that the Local Centre zone distinguishes Turramurra as a lower order centre than St Ives. This is consistent with the retail centres hierarchy recommended in the Retail Study endorsed by Council on 19 July 2005.

It should be noted that the Local Centre zone does not mean that shop top housing or retail development will cover all of the lands zoned as, unlike the Mixed Use zone, residential flat buildings is not a mandated permissible use on all land within the zone. The Local Centre zone will provide flexibility in identifying and preparing the areas suitable for shop top housing, taking into account the range of planning matters such as urban design, heritage, traffic and transport, etc. Further details of these aspects will be incorporated into the draft LEP and DCP.

It is proposed that mixed use retail/commercial/residential development within the Local Centre zone will be in the range of 3 to 5 storeys. However, final development standards relating to height, floor space ratio and built upon area to be incorporated into a draft LEP cannot be determined until the desired draft planning option and associated master plan controls are finalised by Council.

Other zones proposed to be used include 'Residential - High Density' (with densities similar to 2(d3)), 'Local Open Space – Public' and 'Infrastructure – Place of Public Worship'. The details of the proposed rezonings for each property is outlined in Table 2 below and shown on the map in Attachments E, F and G.

Table 2: Proposed Turramurra Centre Zoning Scheme

Precinct Description	Addresses	Existing Use	Existing Zones	Proposed Zones
Proposed mixed use retail precinct on	1A, 1, 3 Kissing Point Road	Shops, medical practice	3(a)-(A2) Retail Services	Local Centre
southern side of highway between Duff Street and Kissing	1364, 1370-1378, 1390, 1392, 1396 Pacific Highway	Shops	3(a)-(A2) Retail Services	Local Centre
Point Road.	1380-1388 Pacific Highway	Turramurra Shopping Village (Franklins)	3(a)-(A2) Retail Services	Part Local Centre Potential Part Local Open Space - Public
	1408 Pacific Highway, 2 Duff Street	Petrol Station, Commercial premises	3(a)-(A2) Retail Services,	Local Centre
	4 Duff Street, 3 Stonex Lane	Council Car park, open space	Part 3(a)-(A2) Retail Services, Part 6(a) Recreation	Part Local Centre Part Local Open Space - Public
Hillview Precinct	1334, 1340 Pacific Highway	Hillview – health services, Car parking	Residential 2(d), Reservation – County Road Proposed	Residential - High Density – Potential additional permitted uses: health centre;
	1356, 1358, 1360, 1362 Pacific Highway, 2 Kissing Point Road	Shops, commercial premises,	Part 3(a)-(A2) Retail Services, & Part Reserved	community facilities; commercial; open space public access

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Precinct Description	Addresses	Existing Use	Existing Zones	Proposed Zones
		medical practice	County Road Widening	
Future residential corner Ray St and Pacific Hwy	1335, 1337 Pacific Highway	Shops(Freedom), commercial premises	3(a)-(A2) Retail Services	Residential - High Density
Proposed mixed use retail, commercial, community facilities hub in Ray and Williams Street precinct	1275 Pacific Highway, Turramurra 1293, 1295, 1297-9, 1301, 1305, 1307, 1311, 1315, 1319, 1323, 133 Pacific Highway	Turramurra Village Park Shops, Commercial Premises	6(a) Recreation Existing 3(a)-(A2) Retail Services,	Local Centre
	1 Ray Street, Turramurra 5 Ray Street, Turramurra 4, 6, 8, 10, 12 William Street, Turramurra	Coles Turramurra Library Shops	3(a)-(A2) Retail Services, 3(a)-(A2) Retail Services, 3(a)-(A2) Retail Services,	
Proposed Mixed Use retail, village green in Rohini Street, Gilroy	1-3, 5-7, 9, 17, 19, 21, 23, 25, 29, 31, 33, 35, 37, 39 Rohini Street	Rohini Street Shops	3(a)-(A2) Retail Services,	Local Centre
Lane, Turramurra Ave precinct	1251, 1253, 1255, 1257, 1259, 1263, 1267, 1269, 1271, 1273 Pacific Highway	Turramurra Arcade, Shops, Commercial Premises	3(a)-(A2) Retail Services,	
	1-7 Gilroy Road, Turramurra	Ku-ring-gai Support and Services Centre - HACC, Turramurra Senior Citizens Centre	3(b)-(B2) Commercial Services,	
	2-8 Turramurra Avenue, Turramurra	Turramurra Avenue Car Park	3(b)-(B2) Commercial Services,	
	9-11 Turramurra Avenue,	Turramurra Uniting Church	5(a) Special Uses A	Infrastructure – Place of Public Worship.
Future Residential cnr Turramurra Ave and Pacific Hwy	1233, 1243, 1245, 1247 Pacific Highway	Turramurra Masonic Centre, Former Petrol Station	3(a)-(A2) Retail Services,	Residential – High Density
Eastern Road mixed use retail precinct.	47- 49 Rohini Street 2, 4, 8, 10, 14, 20 Eastern Road	Residential Flat Building Former petrol station, shops, commercial premises	3(a)-(A2) Retail Services, 3(a)-(A2) Retail Services,	Residential - High Density Local Centre

Existing Medium Density sites

The Minister's Directive requires Council to review all existing medium density zones including 2d, 2e and 2h to determine which areas area appropriate for rezoning to higher densities similar to those under the 2(d3) zone in LEP 194. The sites identified in Table 3 below and shown on the map in Attachment F have been identified for further assessment of there potential to rezone for a high

density, as required by the Ministers directive. The assessment of the potential of these properties for higher densities will cover a range of planning matters including:

- Economic viability;
- Heritage assessment and potential impacts on heritage items within the areas or adjoining;
- Traffic impacts;
- Potential interface impacts on adjoining low density zones.

Councillors will be consulted on any recommendation for rezoning of these existing medium density sites via Council's Planning Committee. Final recommendations on rezoning of these sites will be subject to a further Council resolution before incorporating them into the draft LEP

Table 3 – Existing Medium Density sites for further investigation for rezoning

Precinct	Address	Current Zoning
Area bounded by Ray Street,	1345, 1351, 1359	Residential 2(d)
Pacific Highway, Cherry Street	Pacific Highway	
and railway line.	6, 8 10, 12, 14, 16, 18	Residential 2(d)
	Ray Street.	
	2 Cherry Street	Residential 2(d)
Corner of Pacific highway and Duff	1A Duff Street, 1416,	Residential 2(d)
Street	1420 Pacific Highway	
Corner of Kissing Point Road and	4-6, 8 Kissing Point	Residential 2(e)
Boyd Street	Road, Turramurra	
	2-4, 6 Boyd Street,	Residential 2(e)
	Turramurra	
Area bounded by Rohini Street,	51, 53 Rohini Street	Residential 2(d)
Eastern Road, King Street,	22, 24, 26, 28 Eastern	Residential 2(d)
pathway between King and Cherry	Road	
Streets and railway line.	6 King Street	Residential 2(d)

INTERFACE SITES

Council has identified the following sites within Turramurra Centre study area that are defined as interface sites. Council resolved on 18th October, 2005 that the following sites be investigated as part of the stage 2 Turramurra centre study:

- 30 Turramurra Avenue, Turramurra
- 37 & 39 Gilroy Road, Turramurra
- 3 Wonga Wonga Street, Turramurra
- 1 & 3 Nulla Nulla Street, Turramurra
- 5 Duff Street, Turramurra
- 2 Nulla Nulla Street, Turramurra

The assessment of these sites for potential rezoning is yet to be completed. In addition to these sites already nominated by Council, other sites which are currently zoned 2(c) or 2(c2) with potential interface implications from the final planning option are being identified and assessed. The assessment of all sites will use the same methodology identified in the interface sites report presented to Council on 18 October 2005 and will include a detailed heritage assessment of any

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existing or potential heritage items that are included. Councilors will be consulted on the recommendation for rezoning of interface sites within the Turramurra centre study area via Council's Planning Committee. Final recommendations on rezoning of interface sites will be subject to a further Council resolution before incorporating them into the draft LEP.

Reclassification of Land Council Owned Land

Land which is owned by or under the control of a local council (with some exceptions, such as roads and crown reserves) must be classified as either 'community land' or 'operational land' under the *Local Government Act 1993*. Community land will ordinarily be land which is open to the public, such as a park, bushland reserve or sportsground, while operational land may be held by council as an asset or used for other purposes such as works depots or garages.

The purpose of the 'community land' classification is to identify council owned land which should be set aside for use by the general public. Community land cannot be sold by the council and can only be leased for certain purposes. There are a number of restrictions on the way councils can deal with community land:

- community land cannot be sold;
- a council can grant a lease over community land, but only for certain purposes which are authorised by the plan of management for the land;
- community land must be managed in accordance with a plan of management; and
- community land may only be dedicated as a public road where the road is necessary for enjoyment of the land.

Normally, land can only be reclassified from community land to operational land by making a new LEP. The procedures for making an LEP must be complied with, including public exhibition of the plan and consideration of submissions from members of the public. The plan must be made by the Minister for Planning.

In the case where reclassification of the land is carried out by an LEP it will also require a public hearing to be conducted under section 68 of the EP&A Act and section 29(1) of the Local Government Act. It is intended that the public hearing will be conducted during the public exhibition period of the DLEP.

The following Council owned lands have been identified as potential sites that may be considered in the future for possible reclassification;

Item No.	Address	Property	Description
1	1275 Pacific Highway, Turramurra	Lot 1 DP 81994	Turramurra Village Park
2	5 Ray Street, Turramurra	Lot 2 DP 221290	Turramurra Library
3	5-7 Eastern Road, Turramurra	Lot B DP 358184 Lots 19, 20 and 21 DP 6494	Cameron Park, Turramurra Early Childhood Intervention Centre – Lifestart
4	1-7 Gilroy Road, Turramurra	Lot 1 DP 840070	Ku-ring-gai Support and Services Centre – HACC, Turramurra Senior Citizens Centre
5	2-8 Turramurra Avenue, Turramurra	Lot 2 DP 840070	Turramurra Avenue Car Park

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Reclassification of Council owned land at this stage will be deferred until a planning option is endorsed by Council, in conjunction with more detailed planning controls for the various land uses, locations and building envelopes is developed. It may well be that only a portion of each site may need reclassification.

More detailed background information on the history, size, encumbrances, land values and other information that may affect these sites will be prepared and reported back to Council, via Council's planning committee.

Development Control Plan

A draft Town Centre Development Control Plan (DCP) template has been prepared for all 6 town centres in Ku-ring-gai, including Turramurra Centre (**Attachment I**). However the overall structure and contents of this DCP may change subject to the draft NSW standard LEP template to be released either late 2005 or early 2006.

Calculation of development yield

Once more detailed plans are developed and prior to a draft LEP and DCP being brought back to Council for a resolution to exhibit, staff will calculate anticipated development yields for the residential component of the redevelopment based on building envelopes as proposed. A consultant will also be engaged to calculate the feasibility to demonstrate that the controls as included in the draft documents are such that would give sufficient incentive to the redevelopment of land.

Based on the preliminary urban design analysis the potential dwelling increase in Turramurra will be approximately 550 to 650 dwellings resulting in a potential population yield of 1,000 to 1,200 people over the life of the plan. It should be noted this is a preliminary estimate only.

CONSULTATION

This has been summarised in this report and fully documented in the Turramurra Commercial Centre Background Report November 2005.

FINANCIAL CONSIDERATIONS

All primary costs are met by the Departments operational and projects budgets. Additional funding opportunities for new and enhanced public facilities will be sourced through the preparation of a new section 94 plan, potential grant funding and other planning mechanisms. Detailed Economic feasibility assessments will be undertaken as part of the next phase of the project including developing building envelopes and controls.

Other funding sources will also be incorporated into the project, including a new section 94 plan and potential grant funding.

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PROJECT PROGRAM

In accordance with the RDS Stage 2 Town Centre Planning Timetable provided to the Department of Planning and the Minister the next stage for the Turramurra centre is the Draft DCP, LEP and Section 94 plan to Council for endorsement in March 2006. Formal exhibition in May 2006 and the final plan submitted to the Department of Planning for gazettal June, 2006.

In order to meet these tight timeframes following Council's resolution on this report, all information will immediately be distributed to the urban design team and specialist consultants with a request that the analysis is progressed and information submitted to staff for the presentation of a Draft LEP & DCP to Council in March 2006.

It is not considered that time is available for a preliminary exhibition of the Draft LEP prior to the formal reporting to Council seeking resolution to exhibit that document.

TURRAMURRA CENTRE PROJECT PROGRAM

Preparation of building envelopes, public domain master plan, S94 plan, DCP and LEP

1	Notification to DIPNR of Council resolution 15 th Dec (S54)	Dec 05
2	Notify relevant government agencies (S62)	Dec 05
3	Commence preparation draft building envelopes and public domain concept	Dec 05 – Jan 06
4	Undertake and complete consultation with landowners of key sites	Dec 05 -Jan 05
5	Engage S94 consultant to prepare town centre plan	Jan 06
6	Engage economic consultant for feasibility modelling	Jan 06
7	Present draft building envelopes and public domain concept plans to PC meeting (1st in February)	Feb 06
8	Finalise building envelopes and public domain plans. Commence preparation of DCP and LEP	
9	Present final draft building envelopes and public domain to PC meeting 1 st meeting in March	March 06
10	Finalise Draft LEP, DCP and S94 documents	
11	Council meeting to resolve to exhibit Draft LEP, DCP and S94 Plan (2 nd meeting in March)	March 06
12	Amend and revise Draft LEP, DCP and S94 following Council resolution. Prepare for exhibition	April 06
13	Formal exhibition of Draft DCP/LEP (6 WEEKS)	May 06
14	To Department of Planning for Gazettal	June 06

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

The integrated planning approach has ensured input from all Council departments throughout the project.

SUMMARY

Council has adopted an integrated planning approach to planning of the Turramurra Centre and has embarked on a process of extensive community and stakeholder consultation to ensure that the

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requirements of the Minister's direction are met in a way which improves the amenity of the Turramurra centre and which maximises the benefits to the community of redevelopment.

This will ensure that existing problems, such as traffic and parking are addressed and new open space, public domain improvements and new and improved community facilities are provided and that current and future retail, commercial and local business and employment needs of the local community are met.

The first stage of implementation of plans for Turramurra Centre requires the preparation of a new LEP and a new DCP to guide future redevelopment of the centre.

The report provides an overview which sets out a preferred option for future development of retail and commercial activities and assesses other sites that are currently zoned for medium density development for suitability for rezoning for medium density development consistent with the provisions of LEP 194.

The report also identifies sites that interface sites that were rezoned under LEP 194 and which would benefit from rezoning to medium density and other sites which have special circumstances that make them suitable for rezoning to medium density and makes recommendations for their rezoning.

It also considers Council owned land and proposes that certain sites be reclassified from community to operational land to provide for more flexible use in the future consistent with plans for the Turramurra centre.

The draft LEP and DCP will be brought back to Council for further resolution to exhibit the documents as presented. This report will outline further consultation strategies for the exhibition of these documents and will present plans for other aspects of planning for the Turramurra centre area, such as a public domain plan, traffic / parking management proposal, proposals for community facilities and open space so that these can be considered and, where appropriate included in a schedule of works for a section 94 plan and or for inclusion in future capital works schedules so that the overall vision for Turramurra Centre can be progressively achieved.

All recommendations arising from this report will be subjected to further detailed analysis and assessment by Council staff and specialist consultants, this will include economic feasibility analysis, traffic and transport assessments, urban design and planning analysis, and land information assessment. The results of these assessments and review will be brought back to Council's planning committee and Council where appropriate and in some cases there may be a demonstrated need to vary from the recommended option.

Overview of the recommended planning option (Option D)

The proposed landuse changes for option D included:

• Turramurra will be a Local Centre with a total of approximately 21500sqm net floor area (NFA) of retail.

S04038 24 November 2005

- The total retail comprises approximately 16,000sqm NFA existing; an additional 4000sqm NFA of retail to cater for the existing population, as well as for the expected population increase under RDS stage 1; approximately 1500sqm NFA of retail to cater for potential dwelling increase in Turramurra under RDS stage 2.
- Two supermarkets with a combined total of 4,500sqm one located in each of the retail areas
- The centre will comprise two main retail areas one on the southern side of the highway serving south Turramurra residents and one on the eastern side of the railway near Turramurra Avenue serving residents to the north and east of the centre.
- Between the two retail areas (in the centre) are the rail station and a community facilities "hub".
- Community facilities are to be consolidated within the Ray Street precinct to create a community hub
- Potential for a 4000sqm leisure centre in the Ray Street precinct subject to community consultation and Council approval
- Retaining the strip shops fronting onto the Pacific Highway and allowing commercial and retail uses
- new cafes, restaurants and speciality shops at the rear of the centre facing north onto new public spaces at Gilroy Lane and at William Street
- a total of 5000sqm NFA commercial (located on the upper floors rather than ground floor) to cater for small local businesses, professional services, medical services and the like. This includes approximately 3700sqm NFA of existing floor area and an allowance of 30% for future growth.
- Residential shop top housing in all retail areas. Based on preliminary Urban design analysis this will result in approximately 550 to 650 additional dwellings or approximately 100 to 1200 additional residents in total over the life of the plan.

Proposed traffic improvements associated with this option include:

- New signalised intersection with Pacific Highway at Turramurra Avenue
- Conversion of Rohini Street to Left in and Left Out with the removal of traffic signals and providing a new road link between Gilroy Road and Turramurra Avenue.
- Provision of a direct connection from Kissing Point Road to William Street and a one way link to Ray Street via Forbes Lane.
- A new road connection from Kissing Point Road to Duff Street.
- Road widening to remove the tidal flow on Pacific Highway

RECOMMENDATION

- A. That Council adopt in principle the recommended option (option D) as outlined in this report and in Attachment D to guide future development of retail, residential, community and commercial activity within the Turramurra Centre.
- B. That Council commence preparation of a Draft Local Environmental Plan to rezone land consistent with Council's preferred option and notify the Department of Planning of its resolution under Section 54 of the Environmental Planning and Assessment Act.

- C. That Council notify relevant government agencies of its intention to prepare a Local Environmental Plan as required under Section 62 of the Environmental Planning and Assessment Act.
- D. That the Draft Local Environmental Plan propose rezoning of lands in accordance with the following table and as outlined in this report.

Land Description	Addresses	Proposed Zones
Land Bound By Duff Street,	1A, 1, 3 Kissing Point Road	Local Centre
Pacific Highway and Kissing Point Road.	1364, 1370-1378, 1390, 1392, 1396 Pacific Highway	Local Centre
	1380-1388 Pacific Highway	Part Local Centre Potential Part Local
	1408 Pacific Highway, 2 Duff Street	Open Space - Public Local Centre
	4 Duff Street, 3 Stonex Lane	Part Local Centre Part Local Open Space - Public
Land bound by Kissing Point Road, Pacific Highway and Railway line	1334 (Hillview), 1340, 1356, 1358, 1360, 1362 Pacific Highway, 2 Kissing Point Road	Residential - High Density – Potential additional permitted uses: health centre; community facilities; commercial
Land on an an of Day Otroot	1005 1007 Parific Highway	Desidential High
Land on corner of Ray Street and Pacific highway	1335, 1337 Pacific Highway	Residential - High Density
Land bounded by Ray Street, Pacific Highway and Railway Line	1275, 1293, 1295, 1297-9, 1301, 1305, 1307, 1311, 1315, 1319, 1323, 133 Pacific Highway, 1& 5 Ray Street, 4, 6, 8, 10, 12 William Street,	Local Centre
Land Bounded by Rohini Street, Eastern Road, Gilroy Road, Uniting Church and Turramurra Ave.	1251, 1253, 1255, 1257, 1259, 1263, 1267, 1269, 1271, 1273 Pacific Highway,1-3, 5-7, 9, 17, 19, 21, 23, 25, 29, 31, 33, 35, 37, 39 Rohini Street,1-7 Gilroy Road, 2-8 Turramurra Avenue.	Local Centre
	9-11 Turramurra Avenue,	Infrastructure – Place of Public Worship.
Land on Corner Pacific Highway and Turramurra Avenue	1233, 1243, 1245, 1247 Pacific Highway	Residential – High Density
Land on corner of Eastern Road and Rohini Street.	47- 49 Rohini Street	Residential - High Density
	2, 4, 8, 10, 14, 20 Eastern Road	Local Centre
	4 Duff Street, 3 Stonex Lane	Part Local Centre Part Local Open Space - Public

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- E. That Council prepare a Draft Development Control Plan for the Turramurra Centre in accordance with the table of contents outlined in Attachment I.
- F. That Council adopt the work programme as outlined in the report including the timeframe for the final submission of an adopted Local Environmental Plan to the Minister for Planning.
- G. That Council formally consider the Draft Local Environmental Plan and Draft Development Control Plan prior to them being placed on public exhibition.
- H. That this report consider reclassification of community land within the Turramurra centre
- I. That the following be prepared for the Turramurra Centre:
 - i. A public domain concept plan.
 - ii. An action plan for traffic and parking management.
 - iii. Proposals for community facilities.
 - iv. Other proposals for a schedule of works for inclusion in a Draft Section 94 Plan.
- J. That the development of a Section 94 Development Contributions strategy be commenced.
- K. That Council inform Rail Corp of its support for a 7.5 metre wide pedestrian bridge over the railway at Turramurra Station, subject to further negotiation regarding the financial aspects, and provide a further report to Council on funding matters associated with making this commitment.
- L. That creation of a new roads generally as indicated on the map in Attachment H be further considered by Council prior to inclusion in the Draft Local Environmental Plan and Draft Development Control Plan.
- M. That final controls and rezoning of land within the Turramurra Centre as outlined in this report is subject to economic feasibility assessment by a suitably qualified consultant and further consideration and investigation and review as outlined within this report.
- N. That a further report be brought back to Council on the assessment of the potential to rezone properties currently zoned residential 2d and 2e to higher densities similar to those under the 2(d3) zone in LEP 194. This report is to specifically address the properties identified in the table below and as outlined in Attachments E and F and include recommendations on which properties should be included for rezoning in the draft Turramurra Centre LEP.

Precinct	Address
Area bounded by Ray Street, Pacific	1345, 1351, 1359 Pacific Highway
Highway, Cherry Street and railway line.	6, 8 10, 12, 14, 16, 18 Ray Street.
	2 Cherry Street

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Precinct	Address
Corner of Pacific highway and Duff Street	1A Duff Street, 1416 and 1420 Pacific Highway
Corner of Kissing Point Road and Boyd	4-6, 8 Kissing Point Road, Turramurra
Street	2-4, 6 Boyd Street, Turramurra
Area bounded by Rohini Street, Eastern	51, 53 Rohini Street
Road, King Street, pathway between	22, 24, 26, 28 Eastern Road
King and Cherry Streets and railway	6 King Street
line.	

O. That a further report be brought back to Council on the assessment of interface properties and include recommendations on which properties should be included for rezoning in draft Turramurra LEP. This report is to included the properties identified in Council's resolution on 18 October 2005 as well as any other properties in Residential 2(c) or 2(c2) zones that may be impacted by the resolved preferred draft planning option for the Turramurra centre.

Steven Head Greg Piconi

Director Open Space & Planning Director Technical Services

Bill Royal Antony Fabbro

Senior Urban Designer Manager Urban Planning

Attachments: Attachment A - Turramurra Commercial Centre Draft Background

Report November 2005.

Attachment B - Chronology of Surveys and Consultations.

Attachment C - Turremurre Town Centre Treffic Study

Attachment C - Turramurra Town Centre Traffic Study.

Attachment D - Recommended Option D - map. Attachment E - Land zoning proposed core - map.

Attachment F - General study area land zoning proposed - map.

Attachment G - Open space and heritage - map. Attachment H - Roads to be closed / open - map. Attachment I - Draft DCP template - Town Centres.

Turramurra Station Easy Access Upgrade



SUMMARY COUNCIL CONTRIBUTIONS

Description	Estim	nated Cost
A) - Construction difference for wider footbridge (3.3m to 8.5m)	\$	823,800
B) - Overheads possession/management costs	\$	123,570
C) - Maintenance costs	\$	162,250
TOTAL Council Contributions including construction/maintenance/demolition	\$	1,109,620
A) - Additional Construction Costs		
Description	Estim	nated Cost
Construction Base case (3.3m bridge)	\$	3,537,200
Construction Wider Footbridge Option (8.5m bridge)	\$	4,361,000
TOTAL construction difference	\$	823,800
B) - Additional Overheads Description	Estim	nated Cost
	\$	823,800
Construction Difference		15.05 (5.05)
Construction Difference TOTAL Overheads management/possessions (15%)	\$	123,570
AND THE PROPERTY OF THE SHEET HER THE SHEET HE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HER THE SHEET HE SHE		123,570
TOTAL Overheads management/possessions (15%)	\$	123,570
TOTAL Overheads management/possessions (15%) C) - Additional Maintenance Costs	\$	
TOTAL Overheads management/possessions (15%) C) - Additional Maintenance Costs Description	\$ Estim	nated Cost
TOTAL Overheads management/possessions (15%) C) - Additional Maintenance Costs Description Additional Yearly Maintenance Costs	\$ Estim	nated Cost 40,000

Turramurra cost estimate Date: 14/08/2006

Turramurra Station Easy Access Upgrade



OVERHEAD COSTS

Council contributions for project management and possession costs

General Notes:

- a) Overheads include project management costs
- b) Overheads include pro-rata possession and busing costs for when rail line is closed for construction
- c) 15% overhead rate utilised as standard for station construction projects to allow for project management and possession/busing costs

ltem	Description	Esti	mated Cost
	Construction Base case (3.3m bridge)	\$	3,537,200
	Construction Wider Option (8.5m bridge)	\$	4,361,000
	Additional construction costs attributed to the additional bridge width (3.3m to 8.5m)	\$	823,800
	Overheads for project management/possession based upon 15% of additional construction costs	\$	123,570
_	TOTAL Overheads	\$	123,570

Turramurra cost estimate Date: 14/08/2006

Turramurra Station Easy Access Upgrade



MAINTENANCE COSTS

Council contributions for bridge maintenance

General Notes:

- a) Assumed 40 yr maintenance life of bridge
- b) Assumed bridge life expiry and demolition at 40 yr
- c) 50% proportion of total maintenance costs attributed to the additional bridge width (3.3m to 8.5m) Although the bridge is 61% wider only 50% proportion of costs have been attributed to council as RailCorp would of been liable for setup and management costs for the base 3.3m bridge maintenance
- d) NPV calculated on current value as assumed escalation approx equals investment return rate

1.0 - Yearly Maintenance Costs

Item	Description	Cost per yr	Council cost proportion (50% of total)	Accumulated life cost for 40 yrs (NPV)
	.1 Bridge condition inspections (included free of charge)	Nil		
1	All balustrades, wall glazing, gutters, downpipes, etc. 2 are the same for either 3.3m or 8.5m bridge	Nii		
1	SPI, CCTV, Argus, signage are the same for either 3.3m or 8.5m bridge	Nil		
1	Vandalism and graffiti to all above items/surfaces are .4 the same for either 3.3m or 8.5m bridge	Nil		
	.5 Lighting/floor surface/ceiling damage	\$ 2,000	\$ 1,000	
	TOTAL			\$ 40,000

Specific Notes:

a) Maintenance of concession shops have been excluded

2.0 - Major Maintenance/renewal costs

			Council cost	Accumulated
		Cost per	proportion	life cost for 40
ltem	Description	renewal	(50% of total)	yrs (NPV)
2.	1 Floor resurfacing (1 off renewal within 40yrs)	\$ 79,200	\$ 39,600	\$ 39,600
2.:	External roofing (1 off renewal within 40yrs)	\$ 40,500	\$ 20,250	\$ 20,250
2.	3 Entrance areas resurfacing (1 off renewal within 40yrs)	\$ 10,800	\$ 5,400	
2.	Internal ceilings renewal (1 off renewal within 40yrs)	\$ 54,000	\$ 27,000	
2.	5 Light fittings (2 off renewals within 40yrs)	\$ 10,000	\$ 5,000	\$ 10,000
	6 RC precast planks (nil renewals)	Ni		
2.	RC pylons with T headstock (nil renewals)	Ni		
	8 RC topping slab (nil renewals)	Ni		
2.	9 UB deck prop columns (nil renewals)	Ni		
2.1	0 Canopy UB column/rafter and UC prop (nil renewals)	Ni	Ī	
	1 Bearing strips (nil renewals)	Ni		
	TOTAL			\$ 102,250

Specific Notes:

a) no additional possession costs for wider bridge maintenance

3.0 - Demolition costs of life expired footbridge at 40 years

ltem	Description	Demolition 3.3m wide footbridge		8.5r		cost	rence life for 40 NPV)
3.1	Footbridge demolition at 40 yrs	\$ 90,0	000	\$	110,000	\$	20,000
10.51	TOTAL					\$	20,000

Specific Notes:

- a) Allowance for additional demolition time
- b) Allowance for removal of increased size of pylons/footings
- c) Allowance for increased material disposal
- d) Allowance for increased labour

TOTAL maintenance/renewal/demolition costs \$ 162,250

Turramurra cost estimate Date: 14/08/2006



RIC BUILDINGS

Rail Corporation New South Wales (Rail infrastructure Corporation & StateRail)
Major Projects Division - Stations & Buildings Group
Level 2, 477 Pit Street SYDNEY NSW 2000

02 August 2006

John McKee Acting General Manager Ku-ring-gal Council DX 8703 GORDON NSW 2072

Dear John,

RE: TURRAMURRA STATION PEDESTRIAN OVERBRIDGE

Further to RailCorp's letter of 07 June 2006 from Julian Richards (Project Director Major Projects Division) and your letter of 27 June 2006 from John Clark (Acting Director Finance & Business).

RailCorp appreciates that Council has a keen interest in the Easy Access Upgrading of Turramurra Railway Station especially considering Council's interest in rejuvenating the viltage area surrounding the Station.

Please find enclosed RailCorp's clarification regarding a proposed Council contribution towards funding a wider pedestrian bridge at Turramurra Railway Station.

The Council contribution would consist of a proportion of the overall costs of the construction and maintenance for the wider bridge. This fixed up front contribution would include the difference in funding required between the base 3.3m wide bridge and the wider 8.5m option including the following components:

- Construction costs for the additional width of bridge deck and canopies from 3.3m to 8.5m.
- 2) Overhead costs:
 - Project management costs
 - Pro-rate possession and busing costs for when the rall line is closed for construction.

Note that track possession costs for a project are determined on a pro-rate basis based upon the cost value of the works being undertaken during the possession. The larger the value of works for a project the larger the possession contribution cost.

- Maintenance costs assuming a bridge life explry of 40 years:
 - Yearly ongoing routine maintenance of the structure
 - Periodic renewal of surface finishes including floor tilling, internal cellings, roofing, lighting and entrance areas
 - Demolition of the bridge at life expiry

The above costs are a direct result of the widening of the bridge from 3.3m to 8.5m and would be incurred by RallCorp either during the construction phase of the project, through ongoing maintenance or during demolition of the bridge. Therefore any proposed council contribution would need to account for these additional costs.

It must also be noted that RailCorp would not agree to funding a replacement of the wider 8.5m bridge at the asset's life expiry. At the bridges life explry RailCorp would



determine the appropriate bridge width to meet RailCorp requirements. Any additional bridge width above that of the RailCorp requirements would need to be funded by Council.

An estimate of the fixed up front council contribution has been detailed in the table below.

Ad			Estimated Costs (excluding GST)		
1)	Construction costs for the additional width of bridge deck and canopies	\$	823,800		
2)	Overhead costs for project management, possession and busing	\$	123,570		
3)	Maintenance and bridge demolition costs	\$	162,250		
TO	TAL Council Contribution	\$	1,109,620		

RailCorp is proceeding with the detailed design of the project and as you can appreciate a decision is now required as to which bridge option will proceed. Should Council wish RailCorp to proceed with the wider 8.5m bridge option confirmation is required by 23 August 2006 detailing Council's commitment to provision of a project contribution totalling \$1,109,620 (excluding GST).

Both RailCorp and Council would then enter into a Deed of Agreement to formalise the arrangements for funding, ownership and maintenance of the bridge. In regard to ownership and maintenance it is expected that these would remain the responsibility of RailCorp.

As can be appreciated RailCorp are required to meet commitments regarding commencement and completion of the project. It is noted that in the absence of a firm commitment from Council on an agreement for contributions RailCorp would need to proceed with it's preferred base case of a 3.3m wide bridge that will accommodate RailCorp's current needs and provide some allowance for future growth.

I express the critical time aspect of this project and request an urgent response detailing Council's position regarding provision of contributions for the project and I look forward to a positive reply.

Please forward this information to John Clark Acting Director Finance and Business.

If you have any queries or should you require any further information please contact myself (Ph. 8922 1717) as necessary.

Yours faithfully

Julian Richards
Project Director

Major Projects - Stations & Buildings

Asset Management Group

John Clark S04038

27 June 2006

Mr Lewis Cross Senior Project Manager, Stations & Bridges Rail Corporation New South Wales Level 2, 477 Pitt Street SYDNEY NSW 2000

Dear Lewis

I refer your correspondence dated 28 March 2006 and subsequent discussions regarding Council's contribution towards funding a wider pedestrian bridge at Turramurra Railway Station.

It has been my understanding that Council's contribution would be a fixed amount for a proportion of the overall costs of the construction project and ownership and maintenance would remain the responsibility of RailCorp. On that basis Council has been working towards establishing a funding source to allow Council to make a contribution towards the construction of a wider bridge.

On 7 June 2006 Council received correspondence from Julian Richards (Project Director, Major Projects Division, Asset Management Group) of RailCorp, indicating that if Council is involved in this project we would also be required to contribute to proportionate costs of bridge replacement, any major structural alterations and major periodic maintenance. This information appears to be in conflict with previous correspondence and discussions to date. It would be appreciated if you could clarify RailCorp's position in relation these issues.

As detailed in our letter of 10 February 2006, Council supports the proposal to widen the bridge and we are currently assessing funding options that provide a budget for the project. However, while Council may be in a position to make a contribution to the overall project costs it is unlikely that, due to budget constraints, we would be able to commit to future and ongoing costs as outlined in the letter of 7 June 2006.

It should be noted that as Council does not own or have any control over the bridge once constructed, it would not appear appropriate for Council to make contributions towards the costs of alterations and maintenance of the bridge.

Should you wish to discuss this matter further, please contact me on (02) 9424 0702.

Yours sincerely

John Clark Acting Director Finance & Business





Rall Corporation New South Wales (Rall Infrastructure Corporation & StateRall)
Major Projects Division – Stations & Buildings Group
Level 2, 477 Pitt Street SYDNEY NSW 2000

7 June 2006

John McKee Acting General Manager Ku-ring-gai Council DX 8703 GORDON NSW 2072

Dear John,

RE: TURRAMURRA STATION PEDESTRIAN OVERBRIDGE

Further to RailCorp's letter of 28 March 2006, there is additional information that may assist in Council's deliberations when considering their involvement in this project.

The "whole of life" costs for the bridge is one aspect of the project that needs to be considered in any agreement between RailCorp and Council. This aspect has not been previously discussed and needs to be recognised so that any commitment by Council is fully cognisant of any possible future issues regarding the Bridge.

Should Council wish to fund the wider bridge option it is RailCorp's intention to enter into a Deed of Agreement to formalise the arrangements for funding, maintenance and replacement of the bridge. It is expected that the management of these issues would remain the responsibility of RailCorp.

In particular Council should be aware of the longer-term issue of when the bridge requires subsequent replacement, any major structural alterations and major periodic maintenance. RailCorp could only agree to Council's proposals if Council agrees to share these costs proportionally.

In regards to maintenance of the bridge, RailCorp will provide on-going verification of the bridge's condition through regular structural inspections at no cost to Council.

In the absence of a firm commitment from Council the base case 3.3 metre wide bridge will be RailCorp's preferred way forward.

If you have any queries or should you require any further information please contact the undersigned (direct Ph. 8922 1717).

Yours faithfully

Jullan Richards

Project Director, Major Projects Division

Asset Management Group











Rail Corporation New South Wales (Rail infrastructure Corporation & StateRail)
Major Projects Division – Stations & Buildings Group
Level 2, 477 Pitt Street SYDNEY NSW 2000

28 March 2006

John McKee Acting General Manager Ku-ring-gai Council DX 8703 GORDON NSW 2072

Dear John,

RE: TURRAMURRA STATION PEDESTRIAN OVERBRIDGE

Thank you for your letter in response to our meeting of the 10 February 2006.

RailCorp appreciates that Council has a keen interest in the Easy Access Upgrading of Turramurra Railway Station especially considering Council's interest in rejuvenating the village area surrounding the Station. However, RailCorp are unable to fund the additional costs associated with providing a footbridge wider than that required for the operation of the station and reasonable access across the rail corridor. The RailCorp requirements have been assessed and a bridge, 3.3 metres wide, will accommodate RailCorp's current needs and provide some allowance for future growth.

Following Council's request to consider the provision of a wider footbridge to better link both sides of the Turramurra shopping area three options have been developed, a base case for a bridge, 3.3 metres wide and options for wider bridges at, 5.0 metres and 8.5 metres wide. The estimated costs for construction of the three options have been prepared by an independent quantity surveyor. The comparative construction costs and project cost differences are shown in the table below. (Detailed costs attached.)

Option	Estimated Construction Cost	Construction Cost Difference	Project Cost Difference
Base case 3.3 metre wide bridge	\$ 3,537,200		
Wider Option 5.0 metre bridge	\$ 3,787,800	\$250,600	\$287,500
Wider Option 8.5 metre bridge	\$ 4,361,000	\$823,800	\$947,370

In your letter of 10 February 2006 the Council resolution talks of a 7.5 metre bridge, I believe this is the same as the option above referred to as 8.5 metres. The width of the bridge can be measured in a variety of ways so for clarity a plan of the proposed design for the 8.5 metre bridge is attached.

The difference in funding required for the options is the cost difference in constructing the additional width of bridge deck and canopies, plus an additional amount to cover a proportion of the other costs incurred. Additional costs include items such as project management and busing when the rail line is closed for construction.

As you can appreciate a decision is now required as to which bridge option is chosen. Should Council wish to fund a wider bridge option it is RailCorp's intention to enter into a Deed of Agreement to formalise the arrangements for funding, ownership and maintenance of the bridge.

In regard to ownership and maintenance it is expected that these would remain the responsibility of RailCorp. In the absence of a firm commitment from Council the base case 3.3 metre wide bridge will be RailCorp's preferred way forward.

If you have any queries or should you require any further information my direct contact number is 8922 1675.

Yours faithfully

Lewis Cross

Senior project Manager

Major Projects - Stations & Buildings

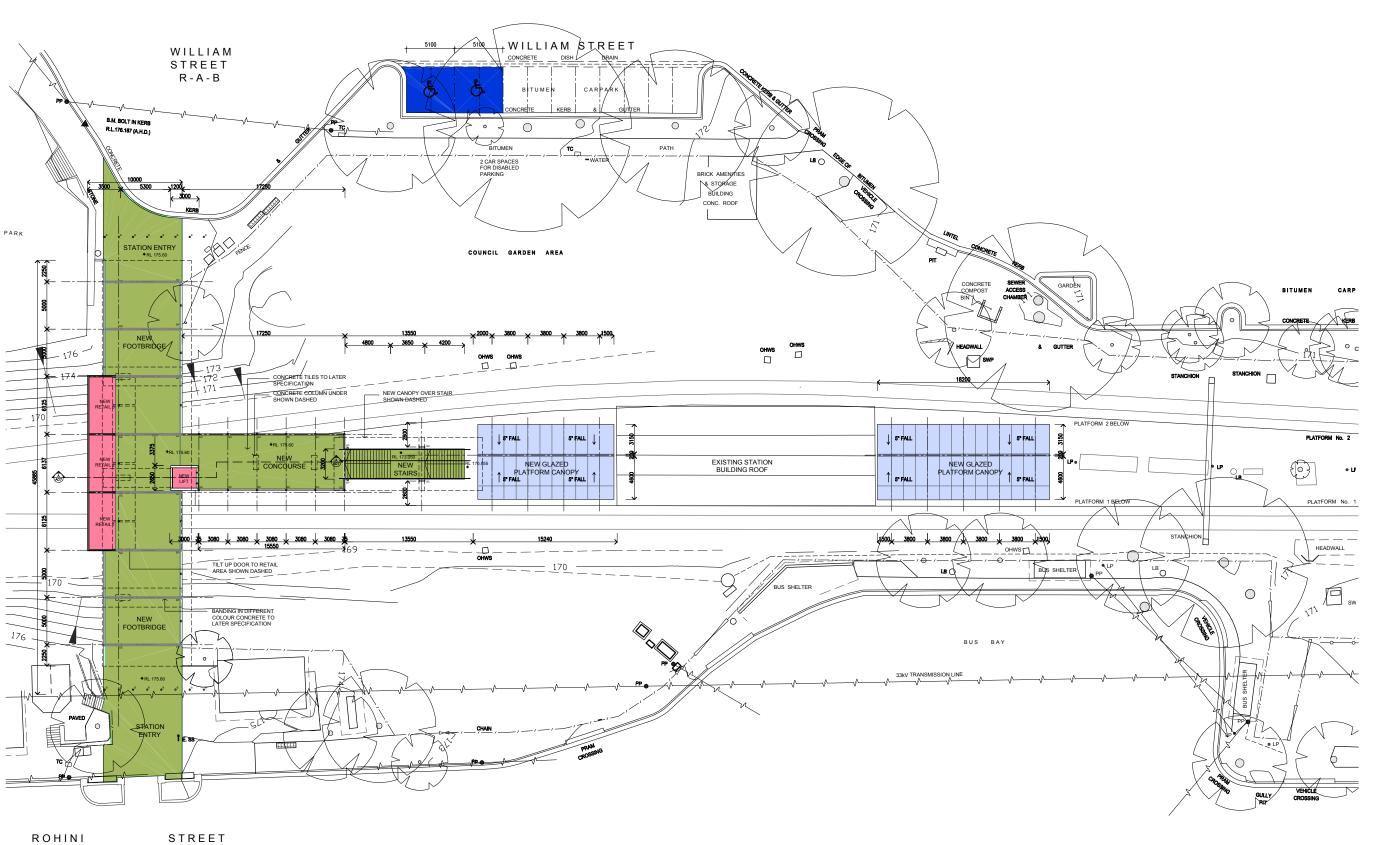
RAILCORP TURRAMURRA RAILWAY STATION - EASY ACCESS UPGRADE ESTIMATES 4A, 4B & 5 ALTERNATIVE BRIDGE DESIGNS ESTIMATE

		8.5m wide bridge &	5m wide bridge & no	3.3m wide bridge & no
No.	Item	shops	shops	shops
1	Temporary footbridge and stairs including closed treads, canopy, lighting, drainage, hire			
	for 6 months and associated works	167,100	167,100	167,100
	Demolish existing footbridge and stairs	74,300	74,300	74,300
	New stairs	166,300	166,300	166,300
4	Canopy to new stairs	108,600	108,600	108,600
	New footbridge	1,323,600	1,015,300	877,400
	Canopy to footbridge	649,400	436,600	346,700
	Shops on bridge	-	-	1
8	Platform extension to Sydney end	143,000	143,000	143,000
9	Lift	627,000	627,000	627,000
10	Canopies to platform	396,700	396,700	396,700
	Work to platform	18,800	18,800	18,800
12	Familty toilet	41,100	41,100	41,100
13	Minor alterations to existing toilet facilities	4,400	4,400	4,400
14	Painting and minor repairs to existing station building	70,000	70,000	70,000
15	Drainage	18,400	18,400	18,400
16	Signage	36,700	36,700	36,700
17	Disabled car parking	1,500	1,500	1,500
18	Upgrade lighting	23,600	23,600	23,600
19	Tactile indicators to platform edges	94,000	94,000	94,000
	Sub-total Sub-total	3,964,500	3,443,400	3,215,600
20	Design Contingency (10%)	396,500	344,400	321,600
	ESTIMATED TOTAL	4,361,000	3,787,800	3,537,200

Estimate based on drawings: Suters & Hughes Trueman sketch drawings

EXCLUSIONS

- 1 Railcorp infrastructure and services including electrical supply, communications, CCTV
- 2 Possessions & Safe Working
- 3 Railcorp direct Contractors
- 4 Railcorp project management and supervision
- 5 Railcorp direct costs including DA and CC fees
- 6 Professional fees
- 7 GST



PROPOSED FOOTBRIDGE LEVEL PLAN

LEGEND

PREFIX E. EXISTING

BOLLARD
CONCRETE COLUMN
EXISTING
FAMILY ACCESSIBLE
LITTER BIN
LIGHT POLE
POWER POLE
RELOCATION
SEAT
STEEL COLUMN
STATION SIGN
SIGN POST
STORM WATER PIT
TRAIN ACCESS RAMP
TACTILE GROUND SURFACE INDICATORS
EXISTING

E REVISED DA ISSUE
D REVISED OPTION
C DA ISSUE
B SIGN-OFF ISSUE
A PRELIMINARY DESIGN
Issue
Description SURVEYOR

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DATE	05 JANUARY 2006	
CHECKED	HISHAM NOORI	
PROJECT LEADER	HISHAM NOORI	
PROJECT DIRECTOR	STEWART CORNER	

PROPOSED EASY ACCESS AND UPGRADING

TURRAMURRA STATION



PROPOSED CONCOURSE LEVEL PLAN AND PROPOSED ROOF PLAN

Scale 1:200 @ A1 RallCorp Dag, No

8127TM DA04



Deborah Silva S04038

10 February 2006

Mr Lewis Cross Senior Project Manager RailCorp Major Projects Stations & Buildings PO Box K349 HAYMARKET NSW 1238

Dear Lewis

RE: TURRAMURRA STATION PEDESTRIAN OVERBRIDGE

Thankyou for taking the time to meet with Council staff this morning regarding RailCorp's proposal to construct a new pedestrian overbridge at Turramurra Railway Station. As discussed at that meeting, Council is supportive of the proposal to build a wider overbridge that will improve pedestrian access between the eastern and western sides of Turramurra centre.

On 6 December 2005, Council resolved:

"That Council inform RailCorp of its support for a 7.5 metre wide pedestrian bridge over the railway at Turramurra Station, subject to further negotiation regarding the financial aspects, and provide a further report to Council on funding matters associated with making this commitment."

To enable Council to consider its level of contributions to partially fund this project in accordance with the above resolution, could you please provide Mr John Clark, Acting Director Finance & Business, with details of the estimated cost of the project as per the Development Application currently being proposed by RailCorp.

Once Council has had an opportunity to assess our portion of the financial commitment, further correspondence will be provided to RailCorp detailing the outcome.

Should you wish to discuss this matter further please contact John Clark on 9424 0702.

Yours sincerely

John McKee **Acting General Manager**

LGA CONFERENCE 2006 - SUBMISSION OF MOTIONS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To seek any Motions from Councillors to be

placed before the Local Government

Association Conference 2006.

BACKGROUND: The Association has requested that any Motions

be submitted by 21 August 2006. Due to the timeframe, any Motions will be received up to

Friday, 25 August 2006.

COMMENTS: To date, no Motions have been received.

RECOMMENDATION: That any Motions be submitted to the Local

Government Association Conference.

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CONSULTATION

N/A

FINANCIAL CONSIDERATIONS

N/A

CONSULTATION WITH OTHER COUNCIL DEPARTMENTS

N/A

SUMMARY

The conference is to be held from 28 October – 1 November 2006.

RECOMMENDATION

That any Motions be submitted to the Local Government Association Conference.

John McKee

General Manager

Attachments: Information for Councils - 654627

Community: A Sense of Place Leura, Blue Mountains

28 October - 1 November 2006

Information for Councils

- Submission of motions Voting delegate entitlements
 - Year 2008 conference venue
 - Conference and social programs Elections
- Supply of printed material Outstanding Service awards

Local Government Association of NSW

GPO Box 7003 Sydney NSW 2001 tel: (02) 9242 4000

fax: (02) 9242 4111 website: www.lgsa.org.au

1. Registration

Conexion Event Management on behalf of Blue Mountains City Council will be handling arrangements for delegates, observers and partners attending this year's annual conference in relation to:

- registration for business sessions
- registration for social functions and partners' tours.

All registration payments are to be made direct to Conexion Event Management.

2. Accommodation

All hotel bookings are being managed by Blue Mountains Tourism. If you have not yet confirmed your accommodation booking please contact Coralie Faye at cfaye@bmcc.nsw.gov.au.

3. Voting – Delegates & Nominations to Host the 2007 Conference

The Local Government Association should be contacted in relation to:

- voting delegate entitlements
- nominations to host the 2008 annual conference

The contact at the LGA is Peter Coulton on 9242 4030 or peter.coulton@lgsa.org.au.

4. Additional Conference Printed Material

For additional conference printed material please contact Michelle Simonetta on 9242 4031 or michelle.simonetta@lgsa.org.au

5. Submitting Motions

MOTIONS MUST BE RECEIVED BY 5.00 PM ON Monday 21 AUGUST 2006 to enable us to meet business paper production deadlines. Please note all motions submitted must be adopted by council before submission to the Association.

Motions should seek to alter existing policy, through the addition or deletion of elements, or to introduce new policy.

To guide this process, the Association's current policy statements (resulting from the 2005 conference business paper) is available on the LGSA website at http://www.lgsa.org.au/www/html/88-about-the-associations.asp. Policy statements will not be discussed during the course of debate, except by way of motions which propose specific amendments.

Motions seeking to vary existing policy or to address new or emerging policy issues will be classified as Category One and scheduled for debate at the conference.

Motions reaffirming existing policy, or calling for actions to be taken within existing policy, will be classified as Category Two.

Motions in Category Two will be included in the Business Paper and may be individually brought forward to be debated with the agreement of the conference. Otherwise, they will be referred to the Executive of the Association for consideration. Where appropriate, some may be actioned prior to conference.

Motions should be emailed directly to the Association as a Word attachment to lgaconference2006@lgsa.org.au. Please set up your email system to give a confirmation receipt when

sending the email so you can be sure the motions have been received by the Association. For inquiries regarding submission of motions please contact Iona Krefle on 9242 4049 fax 9242 4111.

6. Late Motions

Note that the LGA Executive has adjusted the sessional orders dealing with late motions. The standing orders now read as follows:

- "8. Late motions, which must be endorsed by the Council submitting the motion, must be received by the Association no later than 12 noon on the Friday prior to the commencement of the annual conference.
- 8(i) Notwithstanding Clause 8, the President or Office Bearers shall have the right at any time to introduce any matter considered emergent to be put before the Conference."

Late motions will not be included in the business paper but will be dealt with at the conference after all other motions have been dealt with.

Motions should be submitted in:
From (Name of council)
Subject
Motion text: That the Association

Note from Council: explaining the reason for submitting the motion and how it alters or adds to existing policy. Please summarise due to limited space in Business Paper.

Detailed supporting case

This should be on a separate page and give reasons for raising the issue. It will be used by the Association to progress the matter once the conference has dealt with it.

7. Voting Delegate Entitlements

Councils are entitled to nominate voting delegates on a population basis.

The current constitution of the Association provides for voting delegates to conference according to the following clause:

"13. (a) The Annual Conference shall consist of the Executive Committee of the Association and delegates from each council appointed in accordance with the scale as under, such delegates to be sitting members of a constituent council. Each member of the Executive Committee of the Association and each delegate from a council which is an ordinary member shall have one vote.

Group No.	Population	Delegates
(1)	Less than 10,000	1
(2)	10,000 - 20,000 and associate members	2
(3)	20,000 - 50,000	3
(4)	50,000 - 100,000	4

(5)	100,000 - 150,000	5
(6)	Over 150,000	7
(7)	County councils and Aboriginal Lands Councils	2
(8)	Regional Waste Boards	1

Note that member councils currently under administration may have one vote only. Administrators are recognised under the constitution as delegates.

The population numbers are determined by the Association using the Australian Bureau of Statistics publication 3218.0 (latest figures 2004–05). Councils unsure of their allowed delegate numbers should call Peter Coulton, Director Corporate Services.

Please forward to the LGA **the details** of your council's delegates no later than Monday 2 October 2005. Delegate voting cards will be issued to all eligible voting delegates **only** at the conference on registration.

8. Changing Voting Delegates

All changes to the names of voting delegates both before and during the conference must be made in writing by either the Mayor or General Manager. This ensures that voting lists are up to date and avoids the embarrassment of disputes about who may or may not vote.

Where changes are made to delegates before the conference **new voting cards will be available for collection** from the LGA desk at the conference on **Monday 30 October**. Original voting delegate cards are to be returned to the LGA desk at the conference when collecting replacement cards.

Changes of delegates during the conference should be reported to the LGA office. Our staff will help you with the procedures.

9. 2008 Conference Host Venue

Nominations for the 2008 annual conference venue were called for in the Local Government Weekly issue 25 dated 23 June 2006 and will be received until 5pm Friday 26 August 2005. Copy of the Hosting Guide can be downloaded from the Associations website.

NOTICE OF MOTION

TRANSPORT POLICY - FOR LOCAL SCHOOLS

Notice of Motion from Councillor T Hall dated 14 August 2006.

As a community that respects its lifestyle values and has regard for the health of its residents particularly the health and welfare of their children attending the local schools in Ku-ringgai, and to reduce the local traffic congestion around local schools;

I move:

"That this Council amend its Transport Policy to reflect better methods of encouraging parents with young children attending local schools to take more advantage of public transport or walking to and from their local school where appropriate, to address the community's general growing concerns about adolescent obesity.

"That the General Manager be requested to provide a report on ways and means of Council achieving this objective in co-operation with parents, transport, local school and other authorities and community organisations, during the current calendar year and that the policy resolved upon be incorporated into Council's next management and current community plans for appropriate action and publicity."

RECOMMENDATION

That the above Notice of Motion as printed be adopted.

Cr Tony Hall St Ives Ward

Attachments: Background Information circulated separately:

Sydney Morning Herald Article "Our Cities Are Killing Us". Weekend

Review edition of August 12-13, 2006 pages 23, 28 & 29

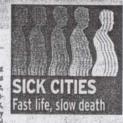
For the first time in generations children may again die vounger than their parents. They eat too much, walk less and worry more. OURCITESAREMILINGUS

By JULIE ROBOTHAM and SHERRILL NIXON

HINK of it as a vast experiment in human biology. Put millions of people in a limited space, then crank a few levers: increase the hours they work, and increase the distance they we to travel; tempt them with material

The results are nearly in. Half a century of costwar growth – driven by escalating production, and flavoured by hard-core consumption and mass migration to cities - is yielding a consistent global pattern.

The population's physical health is starting degrade. The body, overfed and under-



exercised, stacks on weight; those extra kilograms turn on their owners, unlocking diabetes, kidney disease and cancers from a genome that evolved with little experience of carrying fat. Psychiatric illness increases as unbarred competition between individuals excludes and denigrates the more vulnerable.

Weight gain, says Dr Michael Booth, is a physical portrait of consumerism, an externalisation of our value system. "We do

greater wealth. We see the world as the range; of things svallable to us. Virtually anything is there for the taking. We've lost the notion that we should be denied anything."

Australia's various chronic health epidemics - obesity in particular - have been widely noted. Less frequently remarked is the degree to which they are just the logical conclusion of the lifestife we have collectively adopted. Work, food, suburbs - the fundamentals of our lives - are no longer calibrated to be in harmony with the human calibrated to be in harmony with the human body and soul, but have been relegated to afterthoughts in rampant economies as they

lap one high-water mark after another.

And for now at least, there seems little chance of a radical rethink. The intensity in terms of policy we need won't happen until we all know a teenager with type-2 diabetes who has just taken 20 years off their life," says Booth, who is the director of the NSW Centre

for Overweight and Obesity.

He is as aware as anyone how real that prospect is. The centre's study this year

students had mised in them at increased risk of the chri incurable disease. Among the heaviest boys,

incurace cuesses. Among the newlest poys, that figure was 68 per cent. It has been said frequently that this gener-ation of children may die younger than their parents as a result of their weight gain. But the phenomenon of children having the physiology of unhealthy adults is so new that no one can really predict the consequences. The fat boom is not reflected in official life-

The Australian Bureau of Statistics con-siders a man who reaches 50 in 2051 will live to an average 87 years, and a woman to 89. Those are improvements of six and 4.5 years respectively on the present crop of 50-year-olds.

Solyear-outs. What seems guaranteed - because it is hap-pening already - is that more people will live with debilitating illnesses that will reduce their capacity to work and leach the enjoy-

fix the sabotaging of our health. Australia is now making serious progress with reducing smoking rates, he points out, but that has taken 20 years. I think this is a much harder problem than smoking. Everyone's affected. Everyone sits, everyone eats."

CITIES are hymns to hyper-consumption, and from this year, for the first time, more than half the world's population will live in one. But Australia is well ahead of that trend. Threequarters of us live in cities, says the Australian Burest of Statistics, and the urban population is gaining four times as many people annually as regional Australia. Sydney alone gains 30,000 residents a year. The London of Charles Dickens, with its

orphans and its garbage-sifters and debtors prisons, added citizens at a similar speed, trebling from 1 million to more than 3 million during the 1800s. More than a century later and in developed countries there is less explicit urban poverty, but by other measures the modern city may be at least as hostile to the executive director of the Public Health Association of Australia. "We can sustain human life in some of the cruddlest environ ments, and always have. We need to get beyond what we can survive in, but what's good for a community... cities will not become but they'll get nastier and nastier."

People will need more resources survive, and more people will be mar-ginalised if they cannot run fast enough to keep up, says Lant, who was a town planner before finding its solutions too simplistic. "Life is complex and highly integrated. That's why I find public health so interesting."

In some remote Aboriginal commu infection-related deafness is so common

Affluent city dwellers may have to drive two hours every day just to maintain their standard of living, but they do

KILLER CITIES

not consider that an imposition on their wellbeing. It is the dark side of the celebrated

It is the dark side of the celebrated adaptability of the human species. "There is a slow deterioration in human health — and people learn to accept that," Laut says.

She is not talking about the few people who are too fat to walk. She means the rest of us who buy a takeaway and collapse in front of the contemplate do to the whole the contemplate do to the whole the contemplate do to the whole the weep of the contemplate do to the whole the weep one losing two to five kilos," she

everyone losing two to five kilos," she says, than more dramatic weight loss among the heaviest.

Twenty-free years ago, long before it was either fashionable or profitable, David Crawford spotted the first signs of the weight-gain trend. Though it was then much less extreme, Crawford - now the associate head of Deakin University's School of Exercise Nu-trition and Sciences - saw the associtrition and Sciences – saw the association between weight and heart disease in statistics compiled by the National Heart Foundation, and took a punt on its importance. He has been delving into the connection ever since, and has watched the epidemic unfold.

"There's something basically wrong with our lifestyles," Crawford says. Diabetes and obesity are woven into the fabric of dysfunction, but so are "depression, social isolation, people dying alone in an apartment". He is frustrated with the standard

political response to the latest dire new health statistic: "TV campaigns with lingles. That's lovely but most fresearchers would say on its own it's not going to make a difference." He would prefer serious, focused study into the uncharted territory of

PETROL HEADS Travel to school

Walk/cycle

DAY STOCKED GROW how individuals navigate the plethors of options in their lives, and how these choices play into the balancing act of keeping them healthy. "One of the areas I think we need to

look much more closely at is those groups in the community who are dis-advantaged. The gap between them and the rest of the community is

and the rest of the community is widening all the time," he says, and the same healthy foods are readily available and well priced, is that enough to persuade people to eat them? You can't stop to fill your car without someone offering you a checolate bar. There's all this informal eating that happens anywhere and the same than the same

are engineering exercise out of our lives, and opportunities to sit still are becoming even more common: ride-on lawn-mowers, kettles that switch themselves off. You can sit still and live

huge chunks of your life."
Even beyond the home and garden, opportunities for incremental exercise

opportunities for incremental exercise are eroding, for some people at least. How suburbs are designed strongly influences how people travel around them, and that in turn is an important determinant of residents' health. The mass production of cars easily last century allowed auburbs to spraw! In areas not served by public transport. That was rapidly followed by the rise of the shopping mall, usually built on a busy, main road; who needed

corner shops, when you could jump in your car and drive to retail heaven?
That assumption perpetuated itself. For decades, town planners creating new suburbs did not bother with local shops or public transport because they figured everybody had a car. Suburb design started to take on the look of a rabbit verse. rabbit warren, full of dead-end streets and winding roads, because people no longer needed to walk. Only now are planners returning to the more grid-like pattern of older suburbs that makes it easier for people to leave the car behind.

Professor Anthony Capon, a visiting fellow with the Australian National University's National Centre for Epidemiology and Population Health, says Australia's suburb design is not quite as bad as that of the United

guite as bad as that of the United States, but it goes close, "The motor vehicle is positive in some respects," says the former medi-cal officer with Sydney West Area Health Service." I drive a motor ve-hicle, it can be quite liberating. But it's like penicillin. There's a place for it, it isn't a magic bullet. There's a need for

isn't a magic bullet. There's a need for a balance between the motor vehicle, walking, cycling and mass transit."

But for the people Professor Christina Lee studies - women - the developing science of the suburbs may continue to miss the point.

Even the terminology of the debate terminology of women's lives, says Lee, the head of the School of Psychology at the University of of Psychology at the University of Queensland and an architect of the long-running Australian Longitudinal Study on Women's Health.

Transport researchers talk about "journeys" and whether they are on foot, by train or by car. But time-use foot, by train or by car. But time-use studies show women make more gen-eralised foreys into the outside world. A trip to work probably also Involves ferrying children to sport or music, picking up dry-cleaning and dropping off a library book. That means for many women there is no realistic way to travel without a car - removing another opportunity for the small bouts of activity that add up to sufficient exercise.

opportunity for the small bouts of activity that add up to sufficient exercise. In last year's update from the study, the average woman in her late 20s had gained five kilograms in seven year despite the fact that two-thirds had not yet had children. It is a rate that far outstrips the average for adults, the substript of the s

The result is less time for all people - but women in particular with their extra family commitments - to use at their discretion. And that translates

directly into poorer health.

"Particularly with exercise it's very easy to get out of a pattern and very hard to get back into h," she says. When unencumbered time evaporates, wellbeing goes with it. "It becomes kind of normal that you feel a

area, wellbeing goes with it. "It becomes kind of normal that you feel a bit tired and like you're going to come down with thi."

It was a summary to the control of the co

Once there were walkers

City planners have made the car king and now our health is paying the price. Sherrill Nixon reports.

HEN former premier Bob Carr announce plans for Sydney's newest suburbs last

would move in "won't have to use a litre of petrol to buy a litre of milk". It was an acknowledgement of the poor urban planning that blighted many suburbs built during the 1980s many supures out during the 1980s and 1990s - those "deadworm", "rabbit warren" or "loop and lollipop" neighbourhoods that force residents into their cars for even the

residents into their cars for even the simplest of journeys.

They proliferated in Sydney's northwest and south-west, spurred by homeowners desire for quiet cul-de-eacs where only local traffic ventures. Huge shopping centres and other services were bulk on main roads, usually surrounded by an enormous car pa and footpaths, bikeways and lanes

Were often sacrificed. Public transport

were often sacrificed, Public transport was either non-existent or difficult. In hindsight, it is blindingly obvious. But it is only in recent years that planners and governments have admitted that this great trend has backfired, at least in public health terms. Over-reliance on the car has made us fat and unhealthy. The automobile has taken a superior auromobile has taken a superior position in the design of our suburbs . . . It's unsafe to ride your bike or jog," says Ed Blakely, the director of the University of Sydney's Planning Research Centre.
"The first thing live need to do is start a
movement for rebuilding suburbs."
One damning outcome of poor

One damning ourcome of poor suburb design is the disappearing walk to school. More than 50 per cent of children are driven to school: students in private schools, those who live more than 750 metres from school and those whose parents drive to work, are most

likely to get a lift. A third of children living up to 1.5 kilometres from school do not even walk once a week, a 2003 atudy by the NSW Centre for Physical

artudy by the NSW Centre for Physical Activity and Health revealed.

"The walk to school has now become the drive to school, even if it's just four or five blocks," Blakely says, "That means neither the mother trings the child to school, often she is also going to shop or to work. We have designed our suburbs so you cannot do chains for activities! by foot."

In the "deadworm" suburb of Narellan Vale near Campbellrown, the residents inve their dead-end streets and their cars. Phoenix Place neighbours Patrick "Snowy" Sheehan

and their cars. Phoenix Place neighbours Patrick "Snowy" Sheehan and Lucy Zappavigns say they would never live anywhere but a cuil-dead ac because they are quiet, safe and neighbourt, "It's a good way for the kids to grow up. "Sheehan says. But Zappavigns away she has increasingly resorted to the car to drive her three daughters to school and to get to the shops.

Af the nearby Mount Annan Marketplace, Kerri Lucas tells how she used to drive her granddaughter the 20-minute trip to Gampbellrown train station because there are no local buses. "We always drive because the public transport around here is shocking; you can forget about it," Lucas says, "There's a bus route but buses are so few and far between."

Sue Morris, the director of

Sue Morris, the director of development and environment at Camden Council, said suburbs such as Mount Annan and Narellan Vale are MOURIANDAM AND NATE HAR YEAR SOMEWHAT YEAR THEY HAVE A NEW AT THEY ARE A NEW AT THEY ARE A STATE AND THEY ARE A STATE AND THE A STATE AND THE AREA STATE AND THE AR

metropolitan planning, is detarmined the city's newest suburb and its revitalised old ones will be healthier. The Metropolitan Strategy, Sydney's blueprint for development over the next 25 years, envisages 640,000 new homes in the city by 2011, with about

one-third of them in new-release areas and two-thirds in established suburbs. The strategy talks a lot about "active transport" – walking and cycling – and how increasing it can lead to improvements in the community's physical and mental health. It aims to have twomental health. It aims to have twothirds of new housing built by 2013
within 800 metres of a train station or
400 metres of a high-frequency bus
service. New suburbs will be modelled
on the inner-city's grid pattern, which
was developed around public transport
before the car was king.
Shops, schools, child-care centres,
cafes and other facilities will be
grouped in the centre of neighbourhoods, easily accessible on foot or by
blice vis a network of pathways. And
mew employment opportunities should
be close to residential areas, to
eliminate the need for long commutes.

eliminate the need for long comm "Everyone has gone back to the future," Connolly says.

smh.com.au How sick is your suburb? See interactive maps.



- Footpaths on all roads
- Corner stores and village shopping strips within walking distance of most homes.
- Good mix of housing types to attract people of all ages and lifestyles.

- · Few jobs on offer in the local area; 85 per cent of people use their car to get to work because it is so distant.
- Circuitous routes make public transport difficult and time-
- Can be redeemed with well-lit bike paths and laneways between cul-de-sacs.

Better get a bucket

It's now called "supersize", but most people know it as "plaging out". Julie Robotham reports how our eating habits are at crisis point.

AD popcorn is better if it comes in a large bucket. Or the comes in a large bucket. Or care to eat very much more of fit, as Professor Brian Wannink found when he let the snack go stale for two Philadelphia cinema-rog. It up to Philadelphia cinema-rog.

weeks before serving it up to Philadelphia cinema-goers.
Wansink, a food psychologist from New York's Cornell University, distributed free containers of either fresh or ageing popcorn in one of two sizes - 120 gram or 240 gram. Those who received the monster-sized bucket of fresh popcorn are 48 per cent more than people who took the more than people who took the more

modest portion.

But even among those whose pop-corn was so stale it was practically

rancid, the people with the bigger buckets still are 33 per cent more. "Even when foods are not palatable, large packages and containers can lead iarge packages and containers can sead to overeasting. Wansink wrote in the Journal of Nutrition Education and Behavior, noting wryls. "The silver lining of these findings may be that portion size can also be used to increase the consumption of less preferred healthful foods, such as raw

regetables." In another experiment Wansink gave In another experiment Wanslank gave people soup at a restaurnt table, but for half of the eaters their bowl was refilled, without their noticing, from a hose beneath the table while they ate. Those with the never-ending soup bowls ate 75 per cent more, but felt no fuller. "It seems that people use their eyes to count calories and not their somatch." Wanslank toncluded.

stomachs," Wansink concluded.

By 1995, Australian children were
already consuming II per cent more
total calories than in 1985, according
to National Nutrition Survey data. The
next update is only now being commissioned, but experts think it is inevi-table energy intake has risen further. One powerful clue comes from the recent NSW survey of more than 5000

recent NSW survey of more than 5000 school, students, which found they were gaining weight compared with previous generations, despite improved fitness and increased exercise. The psychological and physical determinants of how much we eat are under intense study around the globe, and the student of the coverweight crisis. Appetite, it is turniversely the survey of the coverweight crisis. Appetite, it is turniversely and the statement of the coverweight crisis. Appetite, it is turniversely appearance of the coverweight crisis.

exercise as the leading cause of the overweight crisis. Appette, it is turn-ing out, has little to do with hunger. In Britain, Liverpool. researchers have dissected the phenomenon of the 'dessert stomach'. People eat more in total, they discovered, when offered a warlety of foods; if the same food is eaten their enjoyment ends sooner. Texas scientists found doubling the

size of preschool children's main course led them to eat 15 per cent course led them to eat 15 per cent more at lunch - primarily from taking bigger bites. And French doctors found you can give people high quantities of sweetened drinks - dra-matically increasing their calorie in-take - without making a dent in the amount of food they wish to eat and dietetics at the University of and dietetics at the University of



Newcastle, says: "We are very con-cerned about portion sizes. What children consider to be an average portion is actually a large portion. A regular chips is actually a large size, so that people can accidentally overeat.

that people can accidentally overest. We've got, a distorted view about what size a normal meal should look like."
It was not clear whether people were sating more fat than before, or more of any other specific dietary component. More likely, Capra saya, our extra calories come from increased size and value-added com-

plexity of everything we eat - the over-filled sandwich, the demise of the icy pole in favour of the three-scoop ice-cream with whipped cram,

caramel sauce and nuts on top.
"Upsizing" - the practice of offering
significantly larger fast-food meals for significantly larger fast-food meals for a marylinel extra price - provides a financial incentive to overeat, while even vegetables and fruit are cultivated for size. "If everything is 10 per cent bigger, then we eat 10 per cent more," says Capra, who advocates for the number of portions in a packet of processed food to be clearly displayed. The National Heart Foundation's Tick program has been extended by in sait as a factor reflect the importance of the quantity of food that is eaten. "If we were to put a tick on a snack bar this would indicated the amount you're getting is an appropriate

bar his would indicate the amount you're getting is an appropriate amount to be having as a snack," says Dr Lyn Roberts, the foundation's GEO. The federal Health Minister. Ton Abbott, has canvassed the possibility of requiring food manufacturers to display the calorie content of prod-

Light is right as family proves it's easy being Green





E GOOD HABITS

Busy careers eat into the lifestyle

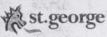




Monday PAYING THE PRICE

terms. Good times.

Deposits 6.11%





SIMPLE CHOICES

Finding time is the key

Jamile Pandaram

TIME is Suna Er's enemy. Because of her hectic schedule, the single mother, who lives in Auburn with her II-year-old daughter. Leyla: mrely finds time to exercise and often skips meals. Er, 43, describes herself as a middle-income earner.

Mother and daughter est takenway at lesst twice is week, while Leyla, who swam for NSW last year, also buys hunch from school occasionally.

Er's two-bedroom flat is close to a park, although she and Leyla do not visit it often. The Herald spent a day with them.

7.30am: Suna has a cup of coffeeshe does not have breakfast on week-daya: and puts on a nicotine patch; she has been trying to quit smoking for six months.



Good

NOTICE OF RESCISSION

ESTABLISHMENT OF NEW FACILITIES COMMITTEE

Notice of Rescission from Councillor N Ebbeck, Councillor A Ryan & Councillor M Lane dated 9 August 2006.

We, the undersigned Councillors, wish to rescind the following motion that was resolved by Council at its meeting of 18 July 2006:

We move that:

"1. Council establishes a new Facilities Committee consisting of a core group of 4 Councillors, noting that all interested Councillors and senior staff are invited to attend, and all attendees will have equal participative rights at the Committee."

If the above Rescission Motion is successful, the following motion is proposed:

"Council establishes a new Facilities Committee consisting of one (1) Councillor from each Ward, noting that all interested Councillors and senior staff are invited to attend and that the committee will operate in accordance with the adopted charter."

RECOMMENDATION

That the above Notice of Rescission as printed be adopted.

Councillor N Ebbeck Wahroonga Ward Councillor A Ryan Gordon Ward Councillor M Lane Gordon Ward